

# The Mining Journal

## AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 560.—Vol. XVI.]

LONDON: SATURDAY, MAY 16, 1846.

[PRICE 6D.]

**EXTENSIVE SALE** (for behoof of a sequestrated estate) of **STEAM-ENGINES, MACHINERY, AND ENGINEERS' AND MACHINE-MAKERS' TOOLS**, at the **TAY FOUNDRY, DUNDEE**.—There will be sold, BY PUBLIC AUCTION, within the Tay Foundry, Dundee, on Wednesday, the 27th, and Thursday, the 28th, May next—the sale to commence at Eleven o'clock forenoon each day—the whole **ENGINES, MACHINERY, AND TOOLS**, belonging to the sequestrated estate of Peter Borrie and Co., engineers, machine-makers, and foundries,

ONE condensing STEAM-ENGINE, of about 16-horse power, with two boilers.  
ONE condensing STEAM-ENGINE, of 30-horse power, without boilers.  
ONE high-pressure STEAM-ENGINE, on portable frame, gearing, shafting, and belting.  
Two new boilers, engineers' and machine-makers' tools, of all kinds; heavy boring and turning lathes, large and small vertical boring machines, slotting machines, planing machines, self-acting and common turning lathes, slide rests, wheel-cutting engine, vices, anvils, large cranes, boiler-makers' tools, punching, rolling, and cutting machines.

Also, **THE WHOLE STOCK OF VALUABLE PATTERNS IN THE WORKS**.  
The business carried on at the Tay Foundry by Messrs. Peter Borrie and Co., as engineers and machine-makers, was of a very extensive description; and the machinery and tools are for the most part new, and of the best and most powerful construction. The stock of patterns is very large, and includes a quantity of gearing patterns, drums, pulleys, and wheels. All these articles are well worthy of the attention of machine-makers and others.—The whole will be exposed in suitable lots.

The articles can be seen on the premises any time previous to the sale.  
Printed catalogues will be ready for distribution by the 1st of May, and may be obtained from Archibald Borthwick, Esq., accountant, Edinburgh, trustee on the estate; William Nichol, Esq., writer, Dundee; Messrs. William Taylor and Co., machine-makers, Dundee; and of John M. Beattie, auctioneer, 39, Reform-street, Dundee, April 23, 1846.

**TO BE PEREMPTORILY SOLD**, pursuant to an order of the High Court of Chancery, made in a cause, *Scale v. Fothergill, Thompson, and others*, with the approbation of the Hon. Sir George Rose, one of the Masters of the said court, at the public sale-room of the said court, at Gray's Inn Coffee-house, Holborn, London, on Thursday, the 11th day of June, 1846, at Twelve o'clock, in one lot, the **LEASES, WORKS, ENGINES, LANDS, PLANT, AND EFFECTS**, OF THE

**ABERDARE IRON COMPANY,** in the county of Glamorgan; and a **WHAIRF**, at Cardiff, in the county of Glamorgan, belonging to the said company.

Particulars and conditions of sale may be had (gratis) at the said Master's chambers, in Southampton-buildings, Chancery-lane, London; of Messrs. Sharpe, Field, and Jackson, solicitors, 41, Bedford-row, London; of Messrs. Gregory and Son, solicitors, 12, Clement's Inn, London; of Mr. Davies, solicitor, Merthyr Tydfil, Glamorganshire; and of Messrs. Maybery, Williams, and Cobb, solicitors, Brecon.

**SHARPE, FIELD, & JACKSON**, 41, Bedford-row, Agents for Wm. Davies, of Merthyr Tydfil, Glamorganshire.

**TO COALOWNERS, MINERAL AGENTS, ENGINEERS, &c.**—In consequence of concentrating the drainage of Walbottle Colliery, and lifting the whole of the water from one shaft, there will **SHORTLY BE FOR SALE**, the **THREE** present **PUMPING ENGINES**, with pumps, and all other apparatus belonging thereto—the whole of which are in good condition, and may be seen working until about the middle of next month—viz.:

**AT THE CORONATION PIT.**  
A high-pressure single-acting ENGINE, cylinder 47 in. diameter, stroke 3 ft., with three cylindrical boilers, 28 ft. long by 7 ft. diameter. One of the same size, with two longitudinal tubes, 2 ft. diameter. Four working barrels, lined with copper, 12 in. diameter, and 340 yards of common pumps, with shears, crabs, shear legs, gins, &c.

**AT THE KING PIT.**  
A double-acting condensing ENGINE, cylinder 47 in. diameter, stroke 6 ft., with three haystack boilers, 15 ft. diameter. Four working barrels—viz., 13, 14, 15, and 16 in. diameter, all lined with copper, and 34 yards of common pumps to each barrel, with shears, crabs, shear legs, &c.

**AT THE DUKE PIT.**  
A single-acting high-pressure ENGINE, cylinder 32 in. diameter, stroke 4 ft., with one boiler (cylindrical), 23 ft. long by 5 ft. diameter. One working barrel, 14 in. diameter, lined with copper, and one 12 in., lined with brass, with pumps, shears, &c.

Also, a great QUANTITY of ENGINE and OTHER very useful MATERIALS, besides several TONS of CAST and MALLEABLE IRON.  
Apply to Messrs. R. and W. Hawthorn, engineers, Newcastle; or to Mr. Oliver, at the colliery—Walbottle Colliery, near Newcastle, May 8, 1846.

**MINERALS IN AYRSHIRE.—TO BE LET, ON LEASE**, for such number of years as may be agreed on, the MINERALS in the Marquis of Ailsa's lands of MARTHAUGH, BOGSIDE, and OTHERS, in the parishes of Dalrymple and Coynton, extending to upwards of 3500 Scotch acres. The lands are known to contain COAL and CLAY-BAND IRONSTONE to a considerable extent, and of superior quality; and, from a recent search, it is all but certain that BLACK-BAND IRONSTONE is also abundant. There is a lime-work in the immediate neighbourhood.

The lands are situated within a mile of the county and sea-port town of Ayr, to which there will be railway communication—by at least one line—in about 18 months. Altogether, it is seldom that a more eligible place for establishing iron-works, on an extensive scale, is in the market. If desired, the COAL, in a limited portion of the lands, will BE LET BY ITSELF.

For further information, application may be made to Mr. Ferguson, mining engineer, Machan House, Larkhall, near Glasgow; or Thomas Dykes, Maybole Castle, Ayrshire, both of whom are in possession of journals of the coal bores, and of a report of a mineral survey, recently made, in reference to ironstone.—Maybole, April 22, 1846.

**SOUTH STAFFORDSHIRE.**

**FORGE AND MILL TO BE LET.—TO BE LET**, for a term of years, all that well-known FORGE and MILL, situated at the LEVEL IRON-WORKS, near Brierley-hill, Staffordshire, consisting of a complete FORGE, with ENGINE of 26-horse power, two powerful helves, 16 puddling furnaces, and every other requisite; a large and complete MILL, with ENGINE upwards of 50-horse power, with squeezers for puddled balls, a train of two pairs of puddled ball rolls, two trains of small rolls, trains of merchant bar rolls, hoop rolls, rail rolls, excellent cutter train for rods, numerous shears, drilling machines, five heating furnaces, and excellent lathe, and conveniences of every description. Two upright boilers are worked by the heating furnaces for the mill engine. The rolls, floor plates, furnaces, working tools, and other property belonging to the present tenant, may be taken at a valuation when possession is given.

As the present tenant, in consequence of a recent death, would have no objection to retire, any person wishing immediate possession of the works, may have the same in its present working state, together with the orders and connections of long standing, which are sufficient to find a regular demand for the produce of the works.

The works may be viewed, and all further particulars known, by application to Mr. R. Smith, the Friary, Dudley; or to Mr. James Holcroft, at the Level Mill.

**TO BE SOLD, BY PRIVATE CONTRACT**, all that powerful FORGE and MILL, situated at LEA BROOK, now being worked by the Galvanised Iron Company, and where they are carrying on their valuable patent. The purchase-money will be received by easy instalments; and for further particulars apply to Mr. George Payton, Great Bridge, Tipton.

**TENDERS may be FORWARDED** to me, on or before the 3d proximo, for SUPPLYING the following MINES—viz.:

WEST CARADON CONAENA CRADDOCK MOOR TOKENBURY SOUTH YEOLAND LARKHOLLS WHEAL SISTERS, and WHEAL MARY CONSOLS.

For TWELVE MONTHS, from Midsummer next, with ENGINE COALS, of best quality, and with NORWAY TIMBER, half Drum and half Longwood, of good quality and average lengths; both articles to be delivered at the respective mines, free of expense, in such quantities as may be required, and when required.

Any mine, or mines, may be tendered for separately.  
Should the agents not approve of the quality of any article sent in, the contractors will be required to remove the same; and, at the option of the respective adventurers, either to replace it by an article of approved quality, or to submit to a deduction from their bills of the amount of difference between the contract price and that at which the adventurers may obtain a supply from some other party; also, the amount of the like difference will be deducted from the contractors' bills in respect of all materials purchased elsewhere, in consequence of the contractors not sending in the materials when, and as, required.  
Lisakard, 11th of Fifth Month (May), 1846. EDWARD A. CROUCH.

**VALUABLE PATENT FOR SALE.—RODDA'S SMOKE-CONSUMING APPARATUS**, whereby an important SAVING OF FUEL IS EFFECTED.—The PATENT, which is well known, and its power and efficiency in the consumption of smoke admitted, as well as the great economy in the quantity of fuel employed, is now OFFERED FOR SALE by the proprietor, who, from the success which has attended its application in London, Leeds, Bradford, Sheffield, Derby, Leicester, Nottingham, and many other places, has perfect confidence in stating, that it would become highly valuable if in the hands of parties who would direct their attention to its more general application, and protect it from infringement. It has been used for several years in the breweries of Messrs. Barclay, Perkins, and Co., and of Messrs. Truman and Hanbury; also, at Messrs. Robinson and Bell's Glass Manufactory, Holborn, as well as at other places in the metropolis, where it may be seen in operation.

For particulars apply at the office of H. English, Esq., 5, Shorter's-court, Throgmorton-street, where plans, models, and testimonials may be seen, and any necessary information given.—St. Austell, Cornwall, April 15, 1846.

**GRATIS.—A LIST OF PATENTS AND REGISTRATIONS** for the MONTH of FEBRUARY, may be had (gratis) on application at the PATENT OFFICE, 69, CHANCERY-LANE, or will be sent free, by post, on receipt of two stamps, together with a Prospectus, containing charges and necessary information for PATENTS and REGISTRATIONS.—Further particulars may be had by applying to Messrs. Barlow and Le Caplain, the Patent Office, 69, Chancery-lane.

**HALLETTE'S ATMOSPHERIC RAILWAY AND CANAL PROPULSION COMPANY.**—(Completely Registered).  
THE EXPERIMENTAL LINE OF RAILWAY, at the ROSEMARY BRANCH PECKHAM, for EXHIBITING the APPLICATION of HALLETTE'S ATMOSPHERIC SYSTEM, IS NOW OPEN. Days of running—Wednesdays, Thursdays, and Fridays, between the hours of Twelve and Four. Tickets may be had, on application, at the office, Winchester-house, 82, Old Broad-street, London. EDW. J. COLE, Secretary.

**STEAM COAL—WITHOUT SMOKE**, as per experiments made at her Majesty's Dockyard, Woolwich.  
**CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.**—(Completely Registered and Incorporated.)

OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

**PATENT FUEL COMPANY (WARLICH'S PATENT).**

REDUCTION IN PRICE.

Private families and manufacturers will find this FUEL to be 25 per cent. more durable than the best coal—to be much cleaner than the best coal, and to emit less smoke than coal, and it makes a bright, pleasant, and cheerful fire.—Orders may be sent to the secretary; or to the company's works, Stowage, Deptford; or to the depot, at Messrs. Coles, Child, and Co.'s wharf, Belvedere-road, Lambeth. Price at Deptford Works, 20s. per ton, of 2400 blocks; ditto Lambeth depot, 22s. Cartage from either place according to distance. This fuel may also be had of Messrs. W. and J. Horne, Falcon Wharf, Bank-side; and at the depot at Drace's landing wharf, Paradise-row, Chelsea.

**WILLIAM NICHOLAS DE MATTOS**, Secretary.  
Patent Fuel Company, 15, St. Mary Axe.

**PATENT GALVANISED IRON COMPANY.**—At a Meeting

of the proprietors of this company, held at the offices, 3, Mansion-house-place, London, on Tuesday, the 31st March, 1846, the following resolutions were adopted:

1. Resolved,—That the report of the directors, and the accounts now submitted, be received and entered on the minutes.
2. Resolved,—That this meeting, deeply impressed with the great importance of complete railway communication between the company's works in Wales, the manufacturing districts, and the ports of the Bristol Channel, confirms and approves of the subscription by the directors, on behalf of the company, for 1000 shares in the Lyvri Valley and South Wales Junction Railway, appoints the directors trustees to hold the said shares on behalf of the company; and authorises them to do all necessary acts in pursuance of the engagements into which they have entered in respect of the same.
3. Resolved,—That a dividend, at and after the rate of 8 per cent. per annum, free of income tax, be declared for the half-year, ending 31st Dec., 1845, on all shares entitled to the same, and that the same be made payable on and after the 30th April next.
4. Resolved,—That John Field, Jun., Esq., be re-elected a director of this company.
5. Resolved,—That Wm. Mallins, Esq., be re-elected a director of this company.
6. Resolved,—That the Rev. Thos. G. Hall be re-elected an auditor of this company.
7. Resolved,—That D. R. McNab, Esq., be re-elected an auditor of this company.
8. Resolved,—That the best thanks of the meeting be given to the chairman, directors, and managers, for the ability with which they have conducted the affairs of this company to the present time.
9. Resolved,—That the thanks of this meeting be given to the Rev. Thos. G. Hall and D. R. McNab, Esq., for their services as auditors of this company.

The Deed of Settlement is completed, and would have been laid before the meeting for execution, but has been detained by the Registrar of Joint-Stock Companies; it will, however, be immediately expected, be ready for execution previous to the payment of the dividend on the 30th proximo.

3, Mansion-house-place, London, March 31, 1846. S. VINCENT, Secretary.

**PATENT VULCANISED INDIA RUBBER**

**CHARLES MACINTOSH & CO.**

Beg to inform the Public that they are the Patentees and sole Manufacturers of the above Substance. The distinguishing properties of the Patent Vulcanised India Rubber are, its uniform elasticity in various temperatures; its not becoming hard on exposure to extreme cold, nor liable to injury by contact with heat. Its strength is greater than that of native caoutchouc; it is indissoluble in essential oils; it resists the effects of oil and grease in different degrees, according to the purposes for which it is manufactured.

Among the various useful applications of the Patent Vulcanised India Rubber, may be enumerated—

- WASHERS or RINGS for joints in steam, and water-pipes, and for valves for steam-engines; by which labour is economised, and the joints more effectually made, than by any other mode.
- ELASTIC BANDS, for holding together bundles of letters, papers, &c.
- IN ARTICLES OF DRESS—Springs for waistcoat-backs and trousers, straps for trousers, breeches, garters, &c.
- IN CALICO-PRINTING, the substitute for blanket has been found to produce a much finer impression than the woolen hitherto used, and with considerably less pressure; hence a saving in power, and wear of lapping.
- COVERS for furnishing rollers (in lieu of flannel), are perfect for their purpose; and, as the India Rubber does not absorb moisture, they can be easily cleansed, and no colour need be wasted.
- FLEXIBLE HOSE for fire-engines, brewers' purposes, gas, &c.
- SPRINGS for railway and other cars and carriages, and for buffers and drags.
- CORRUGATED FELT, for placing between the rails and the chains on the sleepers, to take off the ultimate concussion, and to prevent in wooden continuous sleepers the embedding of the rails &c.

Cambridge-street, Chorlton-upon-Medlock, Manchester, April, 1846.

**TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE** for

**MACHINERY AND AXLES** of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

**PATENT IMPROVEMENTS IN CHRONOMETERS.**

**WATCHES AND CLOCKS.**—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in four holes, 6s. each; in gold cases, from 45 to 410 extra. Gold horizontal watches, with gold dials, from 8s. to 12s. each.

DENT'S PATENT DIPLIODESCOPE, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use, 1s. each, but to customers gratis.

**SEYSEL ASPHALTE COMPANY—CLARIDGE'S**

**PATENT.—ESTABLISHED MARCH, 1838.**

FOR WORKING THE MINERAL ASPHALTE ROCK OF PYRMONT SEYSEL,

A Bituminous Rock, situated on the Eastern side of the Jura.

**PRINCIPAL DEPOTS:**

**ROUEN, MARSEILLES, AND STANGATE,**

Surry Side of Westminster-bridge, London.

The ASPHALTE OF SEYSEL has BEEN EXTENSIVELY USED, since March, 1838,

for the following useful purposes:—

**FOOT PAVEMENTS** (public and other)

**KITCHEN FLOORS**

**BASEMENTS**—where it is essential to keep

damp from rising

**GARDEN WALKS AND TERRACES**

**CARRIAGE DRIVES**

**COACH-HOUSES AND STABLING**

**DOG KENNELS**

**BARN FLOORS**

**TUN ROOM FLOORS**

Note.—The Seyssel Asphalt Company are prepared to enter into special contracts for the execution of railway work, and other public works of magnitude.

I. FARRELL, Secretary, Seyssel Asphalt Company, Stangate, London.

**LONDON ASSURANCE CORPORATION.**

ESTABLISHED BY ROYAL CHARTER, A.D. 1720.

The governors and directors of the London Assurance Corporation have greatly enlarged their system of life assurance, and invite public attention to their new prospectus.

The following rates will be found to bear comparison with those of any firmly-established and undoubtedly responsible office:—

**ANNUAL PREMIUMS FOR THE ASSURANCE OF £100.**

Age. PARTICIPATING. NON-PARTICIPATING.

16 ..... £1 16 9 ..... £1 12 7

20 ..... " 2 0 ..... " 15 11

24 ..... " 2 10 6 ..... " 15 11

28 ..... " 3 5 1 ..... " 15 0

32 ..... " 4 10 7 ..... " 15 0

36 ..... " 6 12 5 ..... " 15 11

40 ..... " 8 4 11 ..... " 15 9

On the rates for all other ages, and a detailed prospectus, containing their very liberal conditions, and the rates under their nine other tables, may be had on application at their

OFFICES, 7, ROYAL EXCHANGE, CORNHILL—10, REGENT-STREET; and of any of the corporation agents in Great Britain and Ireland.

FIRE ASSURANCES are effected at the LOWEST RATES, and MARINE ASSURANCES at the CURRENT PREMIUMS of the day.

JOHN LAURENCE, Sec.

**MR. H. B. RYE** (from Cornwall), MINE AND RAILWAY

SHARE AGENT, 80, OLD BROAD STREET, LONDON.

Mines inspected, and every information may be obtained on application.  
Mr. RYE has BUSINESS to do in the following MINES—viz., Trelawney, Mary Ann, South Trelawney, Caradon Consols, Wheel Gill, Norris, Wheel Seton, West Seton, North Roskar, East Crofty, West Caradon, Craddock Moor, Treviskey and Barrior, Wheel Maria, and West Wheel Maria.

**THOS. P. THOMAS**, of the late firm of Rye and Thomas,

MINE AGENT, AND DEALER IN RAILWAY AND OTHER SHARES,

80, OLD BROAD-STREET, LONDON.

**JAMES LANE**, SHARE AGENT

HALL OF COMMERCE, LONDON.

**WILLIAM TRENER**, DEALER IN RAILWAY AND

MINING SHARES.—ESTABLISHED TEN YEARS.

OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

**PAUL RABEY, JUN., AND CO.**, MINE AND RAILWAY

SHARE AGENTS.

OFFICE—No. 12, COPTHALL-COURT, LONDON.

**WILLIAM FOX AND SON**, No. 53, CASTLE-STREET,

LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAINS,

and IRON of every description.—TIN PLATES, WIRE, &c.

**MESSRS. LAMOND, SMALE, and LAMOND'S PUBLIC**

SALE OF RAILWAY SHARES, &c., are HELD, at the Hall of Commerce

Threadneedle-street, every TUESDAY and FRIDAY, at One o'clock precisely.—Orders

received until Four o'clock of the day prior to sale.—London, April 24, 1846.

**LAMERHOVE WHEAL MARIA COPPER MINE:**

**WHEAL CONCORD LEAD AND COPPER MINE:**

**WHEAL WALTER COPPER AND LEAD MINE:**

**ROSCAROCK SILVER-LEAD MINE:**

**WHEAL MARY (in Calstock) COPPER MINE:**

**WHEAL KELLY CONSOLS COPPER AND LEAD MINES:**

**INFORMATION** respecting the ABOVE MINES may be ob-

tained, and the latest specimens inspected, on application to the secretary, who has

ORIGINAL SHARES TO DISPOSE OF in other new and valuable COPPER MINES,

now bringing out. JAMES CROFTS, Secretary.

4, King-street, Cheap-side, London, May 2, 1846.

**MINING OFFICES, REMOVED FROM 16, CORNHILL,**

to 1, THREE KING COURT, LOMBARD-STREET.—Mr. R. TREDINNICK

(of Cornwall), having established PRACICAL AGENTS and CORRESPONDENTS

in every MINING DISTRICT, whereby he obtains early and accurate information re-

specting MINES, proffers his services to capitalists and adventurers in the PURCHASE

and DISPOSAL of SHARES.

**MINING PROPERTY.—CAPITALISTS** who are disposed to

INVEST in CORNISH and FOREIGN MINES, will find the present opportunity

very favourable for so doing. From large sums having been lately diverted from such

investments for railway speculations, standard mines are now selling at prices that will

pay the purchaser 30 per cent. per annum for his outlay. There are also other mines

that are on the eve of paying dividends, which can be recommended with confidence.

Applications to be made to Mr. JAMES HERON, mining agent, No. 3, Adam's-court,

Broad-street, London.

**GENERAL MINING COMPANY FOR IRELAND.**

Notice is hereby given, that a GENERAL HALF-YEARLY MEETING of the

shareholders of this company will be HELD at No. 43, Lower Sackville-street, Dublin,

on Monday, the 1st of June next, at the hour of One o'clock in the afternoon, to receive

the half-yearly accounts to the 6th day of April last, and the auditors' report thereon;

to elect two auditors of the company, to continue in office until the month of June, 1847,

and to transact the general business of the company. By order of the board,

43, Lower Sackville-street, Dublin, May 2, 1846. THOMAS MAGUIRE, Secy.

**WEST WHEAL JEWEL MINING ASSOCIATION.**

At the usual Annual General Meeting of the adventurers of the West Wheal

Jewel Mining Association, held at their offices, 57, Old Broad-street, in the city of London,

on Monday, the 11th day of May inst., 1846.

Mr. HERON in the chair.

The following RESOLUTIONS were unanimously agreed to—viz.:

1. Moved by Mr. D. Mocatta, seconded by Mr. Commander,

That this meeting deeply regret the death of their late esteemed secretary, Mr. Row-

land Nicholson, and hereby record their satisfaction at the zeal and attention he evinced

in the performance of the duties of his office, and its appreciation of his moral conduct,

and that the appointment of his father, Mr. William Nicholson, to the office of secretary

by the directors, be hereby confirmed.

2. Moved by Mr. Commander, seconded by Mr. Prender,

That the directors' report and financial statement be received and adopted.

3. Moved by Mr. Bawden, seconded by Mr. Mackay,

That it is the opinion of this meeting, that the future operations upon this mine, as

suggested by the chairman, should be carried into effect—viz., to suspend, for the pre-

sent, the working of the north part of the mine, and applying the future resources of the

company principally to the prosecution of Wheal Jewel and Tolvorne lodes, which pro-



## Mining Correspondence.

## ENGLISH MINES.

**BARRISTOWN.**—May 8.—The lode in the 18 fm. level, west of flat-rod shaft, is improving; it is now 3 ft. wide, producing between 2 and 3 tons per fm.; the lode in end, east of flat-rod shaft, at this level, is 2 ft. wide, producing about 2 tons per fm. The lode in western winze, sinking under the 12 fm. level, is 8 ft. wide, producing between 2 and 3 tons per fm.; the end driving out of this winze, on course of lode west, is looking equally good. The adit end, on middle lode, is rather irregular. We have not made any further discovery, at the 24 fm. level (south of engine-shaft) on the lode. Neither Nangles' or footway shaft has yet intersected the lode. We are shipping a cargo of silver-lead ores to-day, about 40 tons. The tribute pitches are looking well. The lode in the 18 fm. level is more free from carbonate of iron, but still a large portion is disseminated through it.—T. ANGOVE.

**BEDFORD UNITED.**—May 12.—At Wheel Marquis the lode in the 80 fm level east is 2 ft. wide, composed of spar, muncie, and stones of ore. The lode in the 70 fm. level east is 2 ft. wide—a very kindly lode, but not rich; the lode in the rise in this level is 2 ft. wide, chiefly gossan. In the stope, in the bottom of this level, the lode is worth 18L per fm. In the 58 fm. level east the lode is 2 ft. wide, at present poor. At Ding Dong no lode has been taken down. At Wheel Tavistock, the lode in the 47 fm. level east and west is 2 ft. wide, composed of spar and muncie, with good stones of ore. The lode in the 35 fm. level east is 15 in. wide, and west 2 ft. wide, producing a little saving work. The lode in the south engine shaft is about 5 ft. wide, producing good stones of copper and tin ore; a very kindly lode.—J. PHILLIPS.

**CALLINGTON.**—May 11.—I beg to inform you, that we shall soon be in course of sinking Johnson's engine-shaft, below the 112 fm. level; at this level, driving south, we have a good branch of silver-lead ore—the back will pay for taking away at a moderate tribute; in the north end the lode has not been taken down. In the 100 fm. level, driving south, we are opening ground that will set at 8s. in the 1L on the value of the lead; the north end is driving through ground of just the same description. In the 90 fm. level, driving south, the lode has not been taken down; in the north end, we have a promising lode, the back will set at one-third tribute. The 80 fm. level is driven through the channel halvans—the lode continues productive, leaving tribute ground. At the north mine, in the 90 fm. level south, the lode has a promising appearance, producing silver-lead ores. In the 80 fm. level, driving north, the lode is small, producing rich work—the back will set at 6s. in the 1L; in the south end, the lode is producing silver-lead ore; the copper lode, at this level, driving east, has a kindly appearance, intermixed with copper ore. The count-house shaft we expect to communicate with the 60 fm. level this week. We have a small parcel of copper ores, at Calstock, ready for sampling.—J. T. PHILLIPS.

**CARADON CONSOLS.**—In driving south they have cut two branches, about 4 and 6 in. wide, containing can, interspersed with rich ore; but they consider the lode still sound of them, and are, consequently, driving in that direction through very favourable granite, to intersect it, if possible. Should they not succeed in driving from 6 to 8 ft. further, it is intended to drive on these branches, which may be the lode disordered by a small cross-course, which was cut just after passing through a course of hard elvan—too hard, in fact, to be penetrated by the cross-course. There are fine stones of ore in the lode at the bottom of the shaft, and altogether they have a pile of ore at grass, estimated about 4 tons. In the north shaft they are getting down rapidly, and will cut through the lode, which is very large, in about a month. It is intended to prosecute future operations with more animation—such as driving all the levels, sinking the sump, and cross-cutting to the north from the south shaft, to intersect the other lodes known to exist between the two shafts—so that, in a few months, great results are anticipated.

**CONSOLIDATED TRETOIL.**—The lode in Henwood's shaft, sinking under the 70 fm. level, is 20 in. wide, producing some stones of ore. In the 70 fm. level, east of Henwood's, the lode is 18 in. wide, saving work, and will set on tribute; in the 70, west of Henwood's, the lode is 20 in. wide, opening tribute ground. In the 60, east of Henwood's, the lode is 9 in. wide, unproductive; in the 60, west of Williams's, the lode is 9 in. wide, saving work, and opening ground for tribute; this end has improved lately. The lode in the 40 fm. level, east on Tregillas's shaft, is 1 ft. wide, producing stones of ore. In the 50, east of Henwood's, the lode is small and poor. On Monday next, at our regular monthly sampling, we expect to sample about 50 tons of ore.

**EAST TAMAR CONSOLS.**—May 12.—At Whitson the shaftmen are still driving the 46 fm. level south, but have not holed to the old men's workings yet; the lode in this end is very promising, 2 ft. wide good work; at the north end the lode is 18 in. wide, fluor spar, and ore, saving work. The 36 fm. level north is still in slidy ground. At Furzehill, we are getting on with the engine and pit work, as fast as possible. Our pitches at both mines are looking as well as can be expected.—B. RONTIS.

**EAST VITIFER.**—Since the commencement of the mine in Feb., 1845, it has been inspected by a great many experienced and practical miners, all of whom agree, from the appearance of the old men's workings, that great quantities of tin must have been taken from two of the lodes. In sinking on one of the lodes, a branch of tin, more than 6 in. wide, has been discovered, which could have been let at tribute at 8s. in the 1L; but on account of being overpowered with water, the working in the shaft was abandoned until a water-wheel could be obtained, which is now in course of erection, and will be completed at a trifling expense. About 27 fms. have been driven in the shallow level, and 12 fms. in the middle level, both on the course of the lodes. The shaft is sunk about 11 fms. from the surface; a deep cross-cut adit has also been commenced, which, if completed, would drain the mine nearly 100 fms. deep.—RICHARD MOORE.

**GREAT WHEEL MARTHA CONSOLIDATED.**—May 9.—The water at the old mine is again drained, and we shall at once resume driving the 90 fm. level east. The lode in the 60 west is holed by an oblique vein of muncie and flookan, and we are now cross-cutting it. At the new mine, the ground in the 20 fm. level east continues favourable for driving. The lode in the western level is 10 ft. wide, producing some good stones of ore. The 10 fm. level west is without alteration; the tributaries in the back of this level are earning good wages. The new engine-shaft is sunk 2 fms. 3 ft. below the deep adit level, where the ground is as favourable for sinking as we would wish to see it. We sampled at Calstock, on Friday, the 1st inst., 60 tons of ore, and have about 40 tons more prepared for market.—J. PRINCE. T. PENALUNA.

**GUNNIS LAKE.**—May 12.—At Chilsworthy, the lode in Bailey's engine-shaft, 7 fms. 1 ft. under the adit level, is 2 ft. wide, composed of gossan and spar. The lode in the 10 fm. level, east and west of western shaft, is 2 ft. wide, producing a little tin. We continue coasting on the south lode, Wh. Hingstone, and middle lode Dimson, in respect of which there is nothing new to report.—W. RICHARDS.

**HANSON.**—May 11.—At Treza our sumpmen have been cutting down Stainsby's engine-shaft, on the lode, to bring down the incline rod, in order to sink under the 22 fm. level. In the 22 fm. level, east on Stainsby's lode, the lode is 18 in. wide, with some ore; the west end men at same level have been, since last report, and still are, cutting plat at the 22, in the sump whim shaft. At Hanson, we have cut the remainder of the lode in the 64 fm. level, north of the engine-shaft; it is split by a horse of killas; north branch, 8 in. wide—south 4 inches; both full of muncie, unproductive for copper. At the 54 west on Ribb lode, the lode is 14 in. wide, containing a large quantity of muncie, unproductive of copper.—Z. WILLIAMS.

**HAWKMOOR.**—May 12.—The lode in the winze, in the adit level, is about 16 in. wide, composed of spar, muncie, and capel, with spots of ore in places. The lode in the 15 fm. level, east of Hitchins's shaft, continues 2 ft. wide, producing some saving work.—P. RICHARDS.

**HOLMBUSH.**—May 12.—The shaftmen are still engaged in completing contract in Hitchins's shaft to the 120 fathom level. In the 110 fathom level, west of ditto, the lode is 18 in. wide, and worth 20L per fm. In the 100 fm. level, west of ditto, the lode is 2 ft. wide, worth 26L per fm.; in the 100 fm. level west (south), the lode is 15 in. wide, composed of spar, prian, muncie, and spots of ore; at this level south, the lead lode is 6 ft. wide, composed of spar, flookan, and spots of lead; in the same level north, the lode is 3 ft. wide, composed of spar and flookan—our object being, here to intersect the counter part of the north lode, which, we believe, is to the north of the part we are driving on west—also to prove the north part of the sett by this cross-cut; the lode in the stope, in the back of this level north, is 2 ft. wide, and worth 30L per fm.; in the 100 fm. level, west of Wall's engine-shaft, the Flap-jack lode is 2 ft. wide, composed of muncie, spar, and spots of copper ore. In the 90 fm. level, west of Hitchins's shaft (north), the lode is 2 in. wide, composed of muncie, peach, and occasionally stones of copper ore; in the same level, driving west (south), the lode is 12 in. wide, worth 10L per fm.; in the 90 fm. level south, the lead lode is 3 ft. wide, composed of flookan and spar, with spots of lead. In the 80 fm. level south, the lead lode is 2 ft. wide, composed principally of flookan; in the rise, in the back of the 80 fm. level, against Bray's shaft, the lode is small and poor. In the 62 fm. level, west of Hitchins's shaft, the ground is favourable for driving. We weighed at Calstock Quay, on Friday last, March ores, 114 tons 4 cwt. 2 qrs.; and sampled April ores, computed at 113 tons.—May 12.—The shaftmen are still engaged completing Hitchins's shaft to the 120 fm. level. We intend to sink 3 or 4 ft. below this level for a fork, before cutting the plat, and to fix the large lift, which will enable us to cut through the cross-course, at the 130 fm. level, at least two months before the ground in the shaft being very hard. In the 110 fm. level, west of Hitchins's shaft, the lode is disordered by a cross-course; we have about 5 ft. further to drive this level, to intersect the lead lode, agreeably to the undertaking as set on the 100 fm. level. In the 100 fm. level, west of ditto (north), the lode is 2 ft. wide, worth 28L per fm.; in the 100 fm. level west (south), the lode is 12 in. wide, composed of spar and spots of ore; at this level, driving south, the lead lode is 5 ft. wide, composed of flookan, spar, and spots of lead;

we are driving this level as fast as possible to reach the Flap-jack lode; in the same level, driving north, the lead lode is 3 ft. wide, composed of spar and flookan, and, if the lead course is heaved (the north lode) the same to the north as it has to the south lode, we have about 14 ft. further to drive to intersect the counter; the lode in the stope, in the back of this level, is 20 in. wide, worth 26L per fm.; in the 100 fm. level, west of Wall's shaft, the Flap-jack lode is without alteration. In the 90 fm. level, west of Hitchins's, the lode is 8 in. wide, and poor; in the same level west (south), the lode is 14 in. wide, worth 12L per fm.; in the 90 fm. level south, the lead lode is 3 ft. wide, composed of flookan and spar—our object in driving this level, is to intersect the Flap-jack lode, and to ventilate both levels. In the 80 fm. level south, the lead lode is 3 ft. wide, composed of flookan and spar. We have about 15 fms. further to drive to intersect the south lode, now wrought on at the 90 and 100 fm. levels; the rise, in the back of the 90 fm. level, against Bray's shaft, is without alteration. We have intersected the main part of the lead lode, in the 62 fm. level, and have begun to drive south on it; the lode is 20 in. wide, composed of flookan and spar.—W. LEAN.

**LANIVET CONSOLS.**—Since our last report the mine is not materially altered; in the 70 fm. level east the lode is about 2 ft. wide, of flookan, prian, and but little ore; the lode in the 70 fm. level west is not yet cut through, the lode here appears to be very large, as we have already cut through upwards of 2 fms., the north part of it is capel, and poor; we have holed the winze east of the shaft, at this level, there is a branch of ore on the north part of the capel, about 1 ft. wide, but, being in hard ground, will not work at a very low tribute. In the 60 fm. level east the lode is about 3 ft. wide, producing but little ore. We are not getting on so well with the whim-shaft as we anticipated, as we have difficulty in keeping the water. We shall sample on Monday 195 tons.

**SILVER VALLEY.**—May 11.—I beg to say that the tin lode, in the rise in the back of the 30 fm. level, west of the cross-cut, is 1 ft. 6 in. wide, composed of capel, muncie, and spar; the lode in the stope, in the back of this level, is 2 ft. wide, 1 ft. of which is saving work; the lode in the eastern end is disordered with fluor and branches of spar. The lode in the 20 fm. level west is 2 ft. wide, composed of capel, spar, and peach. The 40 fm. level east, on the silver lode, is cleared about 16 fms.; the lode is 1 ft. 6 in. wide, composed of flookan, muncie, and peach, very kindly. The ground in the cross-cut, towards the copper lode, at the 30 fm. level, continues favourable. The 20 fm. level west is cleared 28 fms., the lode is 3 in. wide, composed of flookan; the lode in the winze, sinking in the bottom of this level, east of the cross-cut, is 1 ft. wide, composed of flookan and killas. At Wheel Sisters, in the adit level, we have cleared through the run east of the shaft, and find the level clear 4 fms. east of the same; the lode is 2 ft. wide, composed of flookan, spar, peach, and gossan, very kindly.—S. RICHARDS.

**SOUTH ST. GEORGE.**—Our engine-shaft is down to the 40 fm. level, and we have commenced driving a cross-cut, in which we have found a beautiful soft killas. At the 30 fm. level east there is a large lode; and at the 30 fm. level west we have a fine lode, with blende, and some good stones of lead; this part has a very promising appearance. At the 20 fm. level there is a large lode of blende and copper ore, and fast improving. We have a very large and promising lode at the 30 fm. level west, the end is looking well for lead and blende. Knight shaft is improving; a large lode, with some small stones of lead in it, is cut, and is likely to be better as we go down. I have traced the Wh. Virgin lode, and cut it at the surface, about 180 fms. east of our engine-shaft; the lode is 3 ft. wide, and has a very promising appearance, goes direct through our sett, and in the west ground. We have about 90 tons of blende, 10 tons of copper, and 4 of lead ore, for sale; all our ends are improving.—K. CLYMO.

**STRAY PARK AND CAMBORNE VEAN.**—In the 70 fm. level driving west by 4 men, at 6L 10s. per fm.; the lode is 18 in. wide, yielding 2 tons of ore to a fm. In the rise, above the back of the 70 fm. level, by 4 men, at 9L per fm.; the lode is 1 ft. wide, yielding 1 ton of ore to a fm. In the 80 fm. level driving west by 4 men, at 8L 10s. per fm.; the lode is 2 ft. wide, and yielding 3 tons of ore to a fm. In the winze, sinking below the 80 fm. level by 4 men, at 9L per fm.; the lode is 3 ft. wide, yielding 3 tons of ore to a fm. In the 90 fm. level driving west, by 4 men, at 7L 10s.; the lode is 18 in. wide, and yielding 2 tons of ore to a fm. In the winze sinking below the 90 fm. level, by 4 men, at 7L per fm.; the lode is 2 ft. wide, yielding 3 tons of ore to a fm. In the 100 fm. level driving west, by 4 men, at 10L per fm.; the lode is 18 in. wide, yielding 2 tons of ore to a fm. In the 110 fm. level driving west, by 4 men, at 10L per fm.; the lode is 2 ft. wide, yielding 2 tons of ore to a fm. In the winze, sinking below the 110 fm. level, by 4 men, at 8L per fm.; the lode is 3 ft. wide, yielding 4 tons of ore to a fm. In the 120 fm. level driving west, by 4 men, at 10L per fm.; the lode is 18 in. wide, yielding 2 tons of ore to a fm. In the winze sinking below the 120 fm. level, by 4 men, at 10L per fm.; the lode is 18 in. wide, yielding 1 ton of ore to a fm. In the 150 fm. level driving west, by 2 men, at 7L per fm.; the lode is 14 in. wide, yielding 1 1/2 ton of ore to a fm. In the 75 fm. level, driving east by 4 men, at 7L 10s. per fm.; the lode is 4 ft. wide, yielding 5 tons of ore to a fm. In the rise, above the back of the 150 fm. level, by 4 men, at 12L per fm.; the lode is in a disordered state, yielding stones of good ore, and with other favourable indications. The air machine is completed at the 150 fm. level, and freely ventilates this part of the mine. Our next sampling will not fall short of 500 tons, and the tribute ground is looking very well.—R. EUSTICE. E. RALPH.

**TAMAR SILVER LEAD.**—May 11.—The engine-shaft is sunk 6 fms. below the 145 fm. level; the lode in the shaft is 6 in. wide, composed of flookan and muncie. In the 145 fm. level the lode is 18 in. wide, carrying two small branches of ore. In the 135 fm. level the lode is 2 ft. wide, rich work; in the north end, at the 135 fm. level, there has been no lode taken down since last report. In the 125 fm. level the lode is 20 in. wide, composed of can and ore, saving work. In the 115 fm. level the lode is 2 ft. wide, yielding work of good quality. In the 105 fm. level the lode is 6 in. wide, producing a small quantity of ore. We sampled, on Friday, May 3, 76 tons 6 cwt. 2 qrs. of rich silver lead ore. Our shallow levels having been poor, and a great many of the poor-class pitches being idle, reduced our sampling; but we hope somewhat to supply this deficiency by an increase of working in the bottom of the mine. At North Tamar, in the rise in the back of the 60 fm. level, the lode is 1 ft. wide, composed of capel, can, and ore.—J. SPRAGUE.

**TAVY CONSOLS.**—May 7.—At Hochlake, we have sunk this week about 5 ft.; the lode is 5 ft. wide, composed of spar, muncie, and peach, with a branch of yellow copper ore on the north side, about 6 in. wide; we have cut across the lode in the adit end west, the lode is about 7 ft. wide, composed of spar, muncie, and peach, and spotted with yellow and black ore; we have collared up the shaft over the winze below, and with a little cutting down of the south side of the winze, it will be a good whim-shaft. At Little Duke we are driving north on the lead lode, which is rather small; the tributaries are raising some good work.—B. COOKE.

**TINCROFT.**—May 11.—We continue to sink the new engine-shaft below the 90 fm. level, but the ground is very hard, so that we cannot make that progress that we could wish. We have cut through the cross-course at the 90 fm. level east, and are now driving south in order to find the lode, which we expect is heaved about 4 fms. south. The lode in the 90 fm. level west is 3 ft. wide, worth 25L per fm. The lode in the 80 fm. level east is 4 ft. wide, producing some copper ore, and tin; and the lode in the 80 fm. level west is 4 ft. wide, producing coarse quality ore, and very promising. The lode in the 70 fm. level east has very much improved for tin during the past week, it is now worth 15L per fathom. The 60 and 80 fm. ends are also producing good work for tin. The lode in the 70 fm. level west is 2 ft. wide, producing fair quality ore. The 60 and 50 fm. levels west are at present unproductive. At Palmer's, the 70 fm. level west continues to look well for copper ore, worth 20L per fm. The three winzes, sinking below the 60 fm. level, continue to look well; our tribute department continues much the same as for some weeks past. We are sinking Palmer's shaft below the 70 fm. level, on south part of lode, which at present is unproductive. In the south mine, the lode in the engine-shaft is 2 ft. wide, worth 60L per fm. for tin. The lode in the 152 fm. level east is 3 ft. wide, tinny throughout, but not rich. The lode in the 152 fm. level west is 3 ft. wide, worth 40L per fm. We have commenced sinking a winze from the level above to come down on this level—this will lay open good tribute ground. The lode in the 142 fm. level east is very large, and tinny throughout. The 120 fm. level east is worth 10L per fm. The 110 fm. level east is worth 8L per fm. The ground continues favourable for sinking the new shaft, now 10 ft. 4 in. from surface.—W. PAUL.

**TRELEIGH CONSOLS.**—May 9.—The 100 fm. cross-cut, north of Christie, is driving in the country. In the 90, east of ditto, the lode is 3 ft. wide, worth 25L per fm.; in the 60 fm. level, west of ditto, the lode is small, without mineral. In the 80 cross-cut south we are driving in the country. In Garden's shaft, below the 80 fm. level, the lode is about 5 ft. wide, full 2 1/2 ft. ore, worth 38L per fm., very hard for breaking. In the 80 fm. level, west of Good Fortune, the lode is 3 ft. wide, producing stones of ore, and a very kindly lode. In the 70, west of ditto, the lode is 4 ft. wide, very kindly, but little ore. In the 60 fm. level, west of Symons's, the lode is 2 1/2 ft. wide, with some ore, not of much value. In the 50 fm. cross-cut we are driving to cut the north lode, in the 50 fm. level, west of ditto, the lode is 2 1/2 ft. wide, worth 12L per fm., with a kindly appearance. In the 20 fm. level, west of ditto, the lode is 1 ft. wide, no mineral. In the adit, west of ditto, the lode is 3 1/2 ft. wide, producing good stones of ore, looking kindly. The west shaft is suspended, having at present a pretty deal of water.—W. SYMONS.

**UNITED HILLS.**—May 8.—In the 90, east of Williams's shaft, the lode is 2 ft. wide, worth 30L per fm.; in the 90, west of ditto, the lode is 2 ft. wide, worth 30L per fm. In the rise in the back of the 80, east of ditto, the lode is 4 ft. wide, worth 15L per fm. In the 80, west of ditto, the lode is 3 ft. wide, unproductive. In the 70, south-east of eastern shaft, the ground is harder for driving than last reported; in the 70, west of James's shaft, the lode is 2 ft. wide, poor. In the diagonal shaft, below the 70, we are still sinking to the north of the lode. In the 60, east of eastern shaft, the lode is 2 1/2 ft. wide, worth 15L per fm.; in the 60, west of Harper's winze, the lode is 2 1/2 ft. wide, worth 9L per fm.; in the stope in the bottom of the 60, east of ditto, the lode is 2 1/2 ft.

wide, worth 20L per fm. At Wheel Charles, in the 30, east of Gibson's shaft, the lode is 18 in. wide, coarse in quality. In the 40, east of ditto, the lode is 2 ft. wide, worth 7L per fm. At Wheel Sparrow, in the 40, west of Richards's shaft, the lode is 2 1/2 ft. wide, producing but little ore. In the 30, west of ditto, the lode is 1 1/2 ft. wide, worth 8L per fm.—T. TREVENEN. R. WILLIAMS.

**TREVISKEY AND BARRIER.**—May 11.—Statement of Treviskey account, for February and March:—

Amount of ore sold 29th January.....	£1097 16 3
Deduct 1-12th for lords' dues.....	91 9 8—1006 6 7
Received for materials charged Treviskey shaft, February and March.....	28 12 3
Ditto, charged Barrier, for ditto.....	4 1 0—32 14 1
Deduct.....	£1039 0 8
Labour cost, &c., for February and March.....	£256 15 6
Treasurer's adventures, engine cost, &c.....	111 5 6
Merchants' bills, &c.....	87 11 4
11-12th Treviskey shaft cost.....	198 0 2—653 12 6
Profit.....	£385 8 2
Balance in hand end of January.....	50 19 1
Total.....	£436 7 3
Deduct dividend of 3L per 120th share.....	360 0 0
Leaves a balance in hand of.....	£76 7 8

**Report.**—Treviskey shaft is now completed to the 224 fm. level, through which we are drawing all the stuff from the 224 and the upper levels. The 236 fm. level is driven 6 ft. into this sett; the lode is 2 ft. big, and will turn out 2 tons of ore per fm. In the 224 fm. level east the lode is small, and unproductive. The 212 fm. level east is in killas; the lode here is 1 ft. big, unproductive, but the ground about the lode has rather a favourable appearance. The 176 fm. level east is also in killas, and is still unproductive. There is one pitch working in the back of the 224, at 1s. 9d. in the 1L, and two in the back of the 212—one at 8s. 1d., and the other at 6s., in the 1L; from these pitches, and on tutwork, we expect to raise, in May and June, ore enough to leave a profit of 300L.

**Statement of Barrier account for February and March:—**

Balance in hand end of January.....	£188 8 7
Deduct.....	
Labour cost, &c., for February and March.....	£76 19 0
Treasurer's adventures, materials for ditto.....	12 3 2
Treviskey adventures, ditto for ditto.....	4 1 0
1-12th Treviskey shaft cost.....	18 0 0
Half-year's income tax on profit.....	13 7 6—124 11 6
In hand.....	£63 17 1

**Report.**—The winze, sinking 6 ft. below the 236 fm. level, is in a promising lode, which will turn out 2 tons of ore per fm. There is one pitch working in the back of the 236 fm. level; we expect to rise in May and June ore enough to leave a profit of 300L.—J. JENNINGS.

**WHEEL TRFLAWNEY.**—The lode in the 32 fm. level, north of the shaft, is 4 ft. wide, and worth 30L per fm.; in the same level south, it is 3 1/2 ft. wide, and worth 24L per fm. In the 22 fm. level north the lode is 3 1/2 ft. wide, and worth from 20L to 25L per fm. In the winze, sinking from this level, south of the shaft, the lode is 3 1/2 ft. wide, and worth 20L per fm. We have suspended driving the 12 fm. level north for the time, and commenced sinking a winze from this to the 22; the lode in the winze is 2 1/2 ft. wide, worth about 12L per fm. All the stope continue to produce good work. The ore, which was sampled last Friday, is computed at 105 tons.—P. CLYMO, jun.

**WEST WHEEL JEWEL.**—[A lengthy report, being a summary of the year's workings, which we have published weekly, was read at the meeting on Monday last, a long report of which will be found inserted in another column.]—May 9.—Buckingham's engine-shaft was sunk to a 115 fm. level, with a cross-cut south 12 fms., when a branch of ore was cut, 1 ft. wide, very kindly, with stones of ore. The 100 fm. level east had been opened on 54 fms., the lode the last 10 fms. was worth 7L per fm.; the 100, west to Hodge's cross-cut, 20 fms. was poor, present 7 fms. the lode very kindly, with stones of ore. The 85 was extended 74 fms. from Buckingham's shaft, the last 30 worth 10L per fm.; the 85 east had only been driven in the past year 5 fms., leaving 15 to boundary, the lode worth 4L per fm.; the winze below is worth 5L per fm. In the 30 fm. level west, on Tolcarne tin lode, the lode was extended 16 fms. from Quay shaft, and worth 10L per fm. In the 12 fm. level east the lode was worth 12L per fm. With many other points, including both south and north part of the sett, the ground sunk and driven was as follows:—Sunk in shafts, 18 fms.; rising and sinking winzes, 28 fms. 4 ft.; driven levels and cross-cuts, 286 fms. 1 ft. 9 in.—total, 332 fms. 5 ft. 9 in.—S. LEAN. R. JOHNS.

## FOREIGN MINES.

**ALTEN MINES.**—The following is the estimated produce and report for Feb.:

Mines.	No. of men.	Tons ore.	Per cent.	Tons copper.
Raipas.....	24	70	44	5.25
United Mines.....	12	60	44	2.25
Mancur's.....	12	12	64	0.61
Ryper's.....	10	8	6	0.48
Total.....	58	140		8.79

**Mining Report from Feb. 7 to March 6, 1846.**

**Raipas.**—The prospects at this mine have somewhat improved. A small vein of good ore, discovered in the 5 fm. level cross-cut about five years ago, has lately been worked on, and, after exploring it a short distance from the old workings, near the whim-shaft, the ore was found to extend itself towards the north-west, in a part of the mine before unexplored, where the size of the lode has so considerably increased, as to enable us to employ six men on stoping. It was also considered advisable to extend the workings at this place as much as possible before the spring, when the great influx of water from the melting of snow will compel us to suspend operations in this part of the mine for about two months. To effect this object, and from the present scarcity of workmen, we have been obliged to suspend the prosecution of the roof stope in the shallow adit, which, however, not being subject to the impediments met with in the deeper workings at this season of the year, may be resumed at any time. The discovery in the shallow adit, although rather fluctuating in its produce, still maintains its original promising character, and the extent of ore ground increases both in length and depth. The other workings have undergone no change since my last report.

**United Mines.**—All the stope continue to yield fair returns of ore. The tributaries at Woodfall's are also making a more favourable progress than we had expected. The workings here are extremely dangerous, and the levels are only kept open by the present frozen state of the loose ground, the weight of which, on the commencement of the thaw, will, I fear, bring a great part of the old excavations together, and cause an expense of \$200 or \$300 in the summer, in clearing and securing the railroad, and reopening the communication with the surface. A fair profit is still realised from the tribute operations, and the result of the last four months' proceedings shows that a further exploration of the old stulls, as well as the lode both in the eastern and western part of Woodfall's Mine, would be highly desirable.

**Mancur's.**—The lode both in the new level and stope has been intersected by two cross-courses—one in the eastern part, and the other in the western part of the mine; it is completely cut off, without leaving any traces of ore, or of the lode; and although we know, almost to a certainty, the direction in which it will again be found, we did not, under present circumstances, consider ourselves justified in expending money on dead ground, without making any returns, but rather preferred employing the men at first on the ore ground already discovered, leaving the exploratory workings until the summer, when we hope they will be prosecuted more advantageously. The lode in the present workings is yielding the average returns; we do not anticipate any further falling off in the March returns.

**Ryper's.**—After suspending the roof stope, alluded to in my last report, the other became also greatly deteriorated for a short time, and the return of copper for February experienced, in consequence, a proportionate decrease. A material improvement, however, is now visible both in the roof stope and the level, but more particularly in the latter, where the lode is more productive than at any time since the recommencement of the workings in this part of the mine. We hope to be able to increase the returns for March. We have now collected a large stock of halvans for the summer dressing operations; the machines are in good order—and as soon as the thaw and settled weather sets in, the stamps and separators will be put to work, and shortly afterwards we hope to make some good returns of dressed ore. These stocks, although all collected since last October, are not included in the monthly estimates forwarded, but will be specified separately at the close of the half-year.

## Estimated Produce for March.

Mines.	No. of men.	Tons ore.	Per cent.	Tons copper.
Raipas.....	24	65	44	5.20
United Mines.....	12	50	44	1.75
Mancur's.....	12	12	64	0.65
Ryper's.....	10	10	8	0.80
Total.....	58	137		8.41

**Mining Report from the 6th to the 31st March, 1846.**

**Raipas.**—The ore ground in the 5 fm. workings is now sufficiently extensive to employ 12 men in stoping; we are extending these workings as much as possible towards the north-west, in an almost unexplored part of the mine—and from the numerous small, but rich, veins of ore intersecting the limestone stratum at the surface, we have every reason to expect a further development on their junction with the 5 fm. leader, and, if so, a rich deposit of ore will probably be the result. The ore in the shallow adit continues extending in length, but more particularly towards the south-west; it will shortly be necessary to sink a winze from the old adit level, west of shaft No. 1, for the purpose of ventilating and forming an easier and more direct communication with this working. The prospects, during the past month, have rather improved



than deteriorated; and on the last six months' operations a very material improvement has taken place, as well in monthly produce, as in future prospects.

**United Mines.**—The stopes continue to yield fair returns of ore, but the percentage of copper is somewhat reduced; this, however, we hope will be found but temporary, as a more careful selection of the several varieties of ore will enable us to improve the quality. The tributors at Woodfall's continue to work with spirit, and make good returns of ore. We are now taking the usual precautionary steps to secure the loose and dangerous ground before the thaw sets in. As we have had no positive exploratory work during the past six months (although most of the stopes, under shaft E, in Ward's old workings, having been in virgin ground, might have been looked on in some measure as exploratory), the prospects cannot be considered as improved, neither have they in anywise deteriorated.

**Mancun's.**—The cross-courses, which intersected the lode last month, have had the effect of reducing the present month's returns; on the north side of the shaft, No. 2, the lode was poor at the point of intersection, and has not there been sought after; but on the south side, it was found removed some feet towards the west, where the level, (No. 13 in the list of settings No. 5), is now driving on a good and improving lode. The stopes on the north side of shaft No. 2, under the adit, has been stopped on account of the impoverished state of the lode; those on the south side, the same shaft, are yielding fair returns, and the prospects appear to improve as we advance towards the south.

**Ryper's.**—A counter lode has been cut in the level driving north-west on the cross lode; the ground in this level is easier for working, and the prospects are somewhat improved; but, being wet, our progress is somewhat retarded. The stopes continue good, and, in the course of a few days, we hope to set two extra hands on a small bunch of ore, which appears to strike off from the cross lode towards the south-east, and in virgin ground. We may also expect to meet ore in the level, as we approach the old workings at the surface towards the west.

**Old Mine.**—All the stalls in the middle sink have been picked over, and about 2500 tons of halva and stamps' stuff collected for the summer ore dressing operations. A stopes has also been set above the adit level in the middle sink, where we hope to break some good flexible ore advantageously.

**Ore Dressing.**—The thaw is now setting in slowly, but very regular; and we hope to be able to commence the usual operations in this department about the middle of next month. The machines will, in the meantime, undergo an inspection, and the necessary repairs will be made, to obviate the inconvenience that would arise from the suspension of operations during the summer, and when the water is most plentiful. The actual returns of ore and copper for the past six months exceed the estimates by about 3½ tons of the former, and half a ton of the latter; the stocks on hand at the several mines, consisting of shaft smalls, picking stuff, and halva, ready for the stamps, are not included in the monthly estimate. The expense of returning and smelting the halva will amount nearly to the value of the copper; and the value of the ore obtained therefrom consists principally in its fusibility and great applicability as a flux in regulating the smelting operations. The following may be considered the present stock of ore and copper at the several mines in the state of halva, &c. the whole of which is the produce of the last six months.—S. H. THOMAS.

Mines.	Tons ore.	Per cent.	Tons copper.
Railway	30	7	2.10
United Mines	30	4	1.20
Ryper's	20	4	0.90
Mancun's	20	5	0.90
Old Mine	40	5	2.00
Total	140	5	7.00

**NATIONAL BRAZILIAN.**—Cocac, Feb. 12.—There are no alterations whatever on the stone in our eastern stopes, since last report, all the stone broken from them is exceedingly rich, and the more quartz the lode contains, the richer it is for gold; the stamps have been supplied from the stone found near the entrance of the Bandeira cross-cut, and thrown away 10 years ago; little work has been performed in the interior of the mine for want of ventilation; but I have every expectation that after to-day, we shall be able to work manfully on the stopes, as the hydraulic blast is nearly completed.

#### IMPERIAL BRAZILIAN MINING ASSOCIATION.

The half-yearly general meeting of the shareholders in this association was held at the London Tavern, Bishopsgate-street, on Tuesday last, the 12th inst. JOSHUA WALKER, Esq., in the chair.

GEORGE THOMAS, Esq., (the acting director), having read the notice convening the meeting, the CHAIRMAN observed that their first business was to propose the re-election of Thomas Gibbs and George L. Hollingsworth, Esqs., as directors, and J. A. Valpy, Esq., as auditor, who retire by rotation, but are eligible for re-election; and, having put the motion, which was seconded, they were unanimously re-elected.—The CHAIRMAN then proceeded to read the report, which, he observed, was a very important one: he was sorry it did not convey better intelligence, but the directors had done all in their power to re-instate the mine in its former prosperous condition, and to promote the best interests of the association.

#### REPORT.

It is with regret that the directors have to report to the shareholders on the present occasion, that the hopes and expectations raised by certain indications in the lower workings of the mine of Gongo Soco, as expressed in the last half-yearly report, have been disappointed; and that the encouraging prospect then entertained, that a new mining field was opening upon them in depth, has proved delusive.

Under these circumstances, the deeper levels below the adit, will, in all probability, be abandoned at Midsummer, and the machinery withdrawn.

To the westward, where the gold veins nearly "outcrop," the works are continued in the shallow levels, which are being driven in various parts and directions, but hitherto with only partial success.

In this direction, however, it will be remembered that a very large extent of ground, the property of the association, still remains untried.

In the middle and other parts of the mine above the adit, the ground may be considered to be nearly exhausted, as regards "bunches" of gold; what remains merely affording supplies for the stamps, which are now the only source from whence (with trifling exceptions) the produce to repay the cost of working is obtained.

Various examinations have been made on the side of the mountain, where any indications of other gold veins existed; but most of these works have, after some trial, been abandoned, as not holding out grounds for successful working.

At the Mine of Catta Preta (as has been before often mentioned) an active, though very limited, investigation of the lodes has been going on for the last three years, and a small quantity of gold has been found.

The extent, however, of the ground to be examined on this estate, before any thing like profitable workings could be expected, or even a decisive examination made, is very considerable. Under the circumstances in which the association now finds itself placed, it has been the duty of the directors seriously to consider what instructions should be sent to Mr. Henwood for his future government; and, after mature deliberation, it has been decided to direct him to reduce his expenditure, after Midsummer, to the level of the produce of gold from the stamps; with a view to the employment of the remainder of the force in searching for new discoveries at Gongo or elsewhere, and continuing the trials at Catta Preta, so long as he may deem expedient.

The directors will not conceal from the shareholders that, amongst other questions which have been before them, the entire abandonment of the enterprise has been under discussion. To this view of the subject, however, even were they of opinion—which they are not—that pecuniary considerations rendered the adoption of such a course advisable, an almost insuperable difficulty presents itself in the magnitude of the Negro part of the establishment—a feature of the deepest interest to all concerned, and one that cannot be overlooked. However much the original introduction of Negro labour at these mines may be a matter of regret, the fact that it does exist, and to a very large extent, cannot be forgotten; and whatever the difficulties may be, which the possession of such a force may entail upon the association, it cannot be with any other than feelings of the highest satisfaction that both the directors and shareholders may look back to the constant care and attention bestowed by every succeeding chief commissioner in their service on the Negro population belonging to the establishment.

It has occupied many years to manage these persons, so as to enable them to be treated with safety as free labourers, to receive wages, and to be entrusted with the expenditure of their earnings—which is now the case.

Up to this time but a single instance has occurred of any one (who had been so advanced) so far falling in the proper and orderly use of his liberty, as to be reduced again to his former condition. The large number of Negro children and youths growing up to maturity, is also a very important consideration. They are being educated as labourers, and may be expected to prove active and honest workmen, well fitted for the advancement now held out to every Negro male or female, who the directors do not hesitate to say, has the good fortune to belong to the force of the Imperial Brazilian Mining Association.

To throw a force of this description into other hands would be so repugnant to the feelings of the whole of the directors that they have felt it impossible to contemplate it, until every means in their power to restore the concern to its former prosperous condition shall have been availed of. In addition to this most anxious consideration, your directors cannot lose sight of the fact that they possess a most extensive, well regulated, well appointed, and efficient mining establishment, having the incalculable advantage of long experience, and possessing ample mechanical power; an establishment, in fact, which they could not feel themselves justified in advising the shareholders at present to break up.

It can be scarcely necessary to tell the shareholders, that the position of the affairs of the association has pressed heavily on the minds of the directors for some months past. They repeat, that they have felt it to be their duty, not only to consider what course the pecuniary interests of the association would render it most advisable to adopt, but they have also felt it to be imperative upon them, to allow feelings of humanity towards their black population, to weigh heavily in the scale of their deliberations, and they have come to the unanimous conclusion, that both will be best consulted, by the further prosecution of the enterprise, provided a well-grounded hope can be entertained of a successful result.

This can only be accomplished by the purchase, or lease, of some other well-selected mining property, where that part of the European and Negro force, no longer required at Gongo, can be advantageously employed. There are several estates of this character, now offering, which require a larger outlay and a larger force than the means of the present proprietors will allow them to devote to their efficient working; and which, from reports your directors have received respecting them, hold out good prospects to a powerful company, with a well-appointed and well-organised establishment, such as the association now possesses, of a profitable return, provided the purchase-money be not exorbitant.

In conformity with this view of the subject, your directors have already instructed Mr. Henwood (on whose judgment, caution, and integrity, the association may place perfect reliance) to enter into a treaty for some one of those of which inspections have been made, and reports received, limiting him as to the amount to be agreed for in any case.

The names of the properties and the state of the negotiations are, for obvious reasons, withheld from this meeting; and the directors must, therefore, request the proprietors to forbear making any inquiry on these subjects at present, and to continue to the directors that confidence with which they have been honoured during the 22 years which have elapsed since the formation of the association.

Should, however, no new mining property be obtained, within the terms, and period limited by the board to Mr. Henwood, and the mines now belonging to the association continue unsatisfactory as to results and prospects, the question of retirement altogether, however painful in some respects it may be, will then necessarily force itself upon the

board and the proprietors. The usual half-yearly recapitulation of mining works from Mr. W. J. Henwood, the chief commissioner, will be found as an appendix, and will convey information as to the details of the proceedings in all the various parts of the mines.

The produce of gold for the last six months, ending 31st December, 1845, has been 150 lbs. 0 oz. 17 dwts., which produced 5641½ 7s. 11d., to which, adding the palladium specimens sold, and the balance of interest on the Rio deposit stock, as shown by the auditor's statement, makes the total six-months' receipts 6164½ 1s. 9d. The expenditure has been for the same period 5089½ 5s. 4d., leaving a deficit on the half-year of 2895½ 3s. 7d. Towards this deficiency, 20,000 000 rs. of the 6 per cent. Brazil stock, has been sold, under the orders of the board, which produced 1617 11s. 2d.

The reserve fund in this country, on the 31st December, was 30,509½ 14s. 8d., 3½ per cent. stock; but, on this sum, there is a charge of 10,000½ for money borrowed by the directors from time to time, to meet demands on the company. Of the 6 per cent. stock belonging to the association in Brazil, there remains 173,400 rs., but this amount is diminishing, as the agents at Rio are directed to supply the funds for the mines, by sales of the stock, instead of drawing on the board, as alluded to in the last report.

In reviewing this general statement of our affairs for the past six months, it will be some satisfaction to the proprietors to observe, that the increase of gold, as compared with the first six months of the year, has been 54 lbs. 5 oz. 17 dwts., or 211½ 18s. 8d., and that the expenditure (exclusive of that of Catta Preta) has been diminished by the sum of 3235½ 9s. 9d.

In the present financial statement is included the whole outlay incurred at Catta Preta for the years 1843, 1844, 1845—viz., 5346½ 18s. 1d. As mentioned in several of the last half-yearly reports, the directors delayed bringing this item of expenditure into the accounts, in the hope that the produce of gold from that mine would have materially diminished it; but having been hitherto disappointed in that expectation, the directors have thought it prudent to bring the whole into the statement now submitted.

On the 31st Dec. 1845, there were at the mines 653 persons, all of whom were represented to be healthy and perfectly contented. The result of the new stamping and amalgamating process, referred to in the last report, has not yet been received.

In conclusion, the directors express their regret at the absence of remunerative produce from the mines of Gongo Soco and Catta Preta; and their full confidence that the steps they have taken with the view to restore prosperity to the operations of the association, will be recognised by the shareholders as the best and most advisable under all the circumstances that could have been adopted.

From the financial statement of accounts laid before the meeting, it appeared, that the receipts, during the half-year, were—proceeds of dividends on stock, and various amounts of stock sold, had been 2710½ 16s. 3d.; proceeds of gold dust and silver extracted therefrom, palladium, &c., 5734½ 1s. 8d.—making a total of 8444½ 17s. 11d. The expenses had been—balance from previous half-year, 1456½ 16s.; cost of 670½ 2s. 2d., 3½ per cent. stock, 633½ 5s.; general expenses, 412½ 16s.; salaries in Brazil, 4338½ 9s. 4d.; do. in England, 625½; Catta Preta Mine, expended thereon, 5346½ 18s. 1d.—making a total amount of 16,526½ 4s. 5d., and showing a balance against the association of 8081½ 6s. 6d. The liabilities were, for arrears of salaries and moneys reserved for passages home, 4345½ 4s. 2d.; and the assets, exclusive of mines and estates, implements, cattle, stores, &c., and office furniture, palladium, gold, &c., consisted of—reserve fund, 30,509½ 14s. 8d.; and loans and investments in Brazil, of which 10,000½ belongs to the reserve fund, 21,581½ 10d.—together, 52,090½ 15s.

On proposing the adoption of the report, a PROPRIETOR inquired, if a new mine was purchased, where the directors expected to obtain sufficient funds?

—The CHAIRMAN observed that he must be excused from saying anything explanatory on the subject, as such course was highly conducive to their interest, such statement would be premature at present, as they had not yet purchased or leased a mine; as soon as something definite was resolved on, a meeting should be called, and a full statement laid before them. An answer might be expected by about September or October next.—A PROPRIETOR said, that their adopting the whole of that report, required consideration, as it was certainly the most important they had yet had laid before them: he, of course, did not rise to oppose it, but just to observe that, in its adoption on his part, it was from the entire confidence he placed in the direction; if a mine was not purchased; and if they went on in their present course, until obliged to wind up, a call appeared to him inevitable: he should like much in future to have a printed copy of the report three or four days before the meeting.—The CHAIRMAN promised that subject should have immediate consideration.—Mr. ALD. GIBBS said there was no fear of a call, even if obliged to close their affairs, as in the balance sheet they would recollect they only stated their immediately available assets, which were sufficient; they had not noticed their large plant, valuable machinery, and their extensive estates in the Brazil, which must produce much more than could ever be required; the question had had the most careful attention of the directors.—The report and accounts were then unanimously adopted, and ordered to be printed and circulated among the proprietors, and a vote of thanks having been passed to the chairman and directors, for their attention to the best interests of the association, the meeting broke up.

#### WEST WHEEL JEWEL MINING ASSOCIATION.

The usual annual general meeting of the adventurers in this mine was held on Monday last, the 11th inst., at their offices, Old Broad-street, City.

MR. HERRON in the chair.

The SECRETARY having read the advertisement convening the meeting, the CHAIRMAN briefly alluded to the lamented death of their late secretary, Mr. R. Nicholson, and the appointment of his father, Mr. W. Nicholson, to the office, in whom they had for years placed confidence as a director, and who was so well qualified for the fulfilment of its duties.—Mr. MOCATTA passed a high eulogium on the qualities and moral conduct of their late secretary, and moved—  
"That this meeting do hereby express their high approbation of his conduct—regret at his untimely decease, and that the appointment of his father be confirmed"—which was carried unanimously.

The SECRETARY then read the following reports:—

#### DIRECTORS' REPORT.

Your directors beg to refer you to the reports, which will be read, from the underground agents, and Messrs. John and Wm. Richards, two of the committee of management, for a detail of the operations upon the mine during the past year. Your directors regret that some of the points (more especially Messrs. John and Wm. Richards' lodes) which were adverted to at the last annual meeting, as holding out expectations of a profitable result, have not been realised. Your directors, however, have much satisfaction in stating, that the western ground, on Wheel Jewel lode, which has always been highly spoken of by all the inspecting agents, has, so far as it has been explored, equalled their expectations, and offers every inducement to augment operations in that quarter. It will be seen by the report of the Messrs. Richards, already referred to, that they recommend an immediate call of 1½ per share, for the purpose of liquidating the existing debt and prosecuting certain works; while they express an opinion, that, without there should be an improvement in the mine, there will be a loss of 2000 per month. In that opinion your directors coincide, if the operations are conducted upon the extended scale which is suggested. Looking, however, at the enormous amount—little short of 90,000½—which has already been expended, principally under the direction of a committee of management, and the consequent drain thus made upon the shareholders, your directors would submit, that the time has now arrived, when a course, different to that already pursued, should be adopted, and which your chairman will explain, in order that the mine may not only be made to meet its cost, but to go a step beyond that, and realise that most desirable object—a dividend to the shareholders.

You will perceive by the financial statement, which will be laid before you, that the liabilities of the company exceed the assets by about 1000½; and your directors feel it to be their duty, in reference to this excess of expenditure, to repeat what they have previously expressed—an opinion which they believe is shared by a large number of the proprietors—that, unless a change take place in the mode at present adopted of working the mine, they are afraid that no possible benefit can ever accrue to the shareholders. Your directors, therefore, impress upon you the necessity of seriously considering this important subject—convinced, as they are, that, upon the accomplishment of a change in the present system, ultimate success must mainly depend.

Your directors cannot but advert to the growing dislike on the part of the London adventurers to any merchant acting in the capacity of one of the committee; and they trust, therefore, that the shareholders now assembled, will express their views upon that subject.

—Although the report very properly sets out that, in the opinion of the committee, no member should be interested in furnishing supplies to the mine, yet, we believe, it was generally understood that such should not be considered as personally applying to Mr. Richard Harvey, of St. Day, one of the committee, who, it was represented, not only supplied materials on the terms put forward by other merchants, but, in many instances, with advantage to the adventurers. We have a high opinion of Mr. Harvey, we admit, but such course is not that ordinarily pursued by the merchants of Cornwall. We hope, however, Mr. Harvey may be cited as an exception.

The following statement of accounts was read:—

Dr.—Cash at bankers, and due from the late pursuer	£ 350	8	11
Tenth call, on 3590 shares	1795	0	0
Copper ore sold	7270	13	2
Tin ditto	772	16	9
Arsenic ditto	25	13	0
Old materials	1	19	7
Tresavane adventurers, for use of burning-house	14	6	0
Balance	1386	13	7—11,598 11 0
Ca.—Balance owing the Truro Bank last meeting	£ 1311	3	0
Costs	7998	3	9
Merchants' bills	1062	13	5
Lords' dues	365	2	8
Printing, stationery, rent of offices, secretary, & sundries	861	8	2—11,598 11 0

Explanation of the item, £861 8s. 2d.—Interest paid the Truro Bank, 1302 19s. 3d.; directors' and secretary's salaries, printing, advertising, and office expenses, 327½ 0s. 6d.; cash at bankers, and balance due from the late pursuer, 403½ 8s. 5d.; together, 861½ 8s. 2d.

From the statement of assets and liabilities, it appeared that the former amounted to 1742½ 0s. 7d., and the latter to 2707½ 10s. 4d.—thus showing that the liabilities exceeded the assets by nearly 1000½.

The following report of the state and prospects of the mine, and the proceedings recommended by Messrs. W. and J. Richards, was then read:—

#### WEST WHEEL JEWEL MINE.

May 5.—In laying before you our report of this mine, we regret to say, that our expectations of last year have not been realised; and there were many points referred to in that report which have not proved so productive as was then anticipated, particularly the following lodes:—We have driven the 85 fm. level north, so far as to intersect Buckingham's lode, and in its course must have intersected the south branch; and, though we have opened ground on what we supposed were these lodes, we have not met with any thing of value. The 85 fm. level has been driven south to the new south lode, and explored some distance on it; the said cross-cut is also extended to where we ought to have seen Polrodna lode, but have not met with it—however, we still continue driving south. We would also beg to observe, that the 85 and 100 fm. levels east, on Wheel Jewel lode, have not been so productive as the levels above; still, we have tribute ground in these levels, which will assist us materially. The western part of the mine at present appears favourable, and we have a good run of ore ground between Hodge's and Williams' cross-courses, in the 70 and 85 fm. levels. These levels are still productive west of the latter cross-course, and we look forward to similar results in the 100 west, when further extended. The whole of this part of the mine looks very promising, and we intend rising

on Williams' cross-course to the 37 fm. level, in order to see if the same favourable appearances continue. It will then be advisable to sink a new shaft from the surface, for the purpose of laying open the western ground with more expedition. The 115 fm. level is driven 13 fms. south of the engine-shaft, and a kindly branch, of 10 to 12 in., intersected; but we intend to drive a fathom or two more before opening east and west on it, as the water still appears to be strong in the cross-cut. You are aware that we have been driving the 12 fm. level east and west, on Telcarne tin lode; these levels are now productive, and worth 10½ per fm. in each end—leaving good tribute ground in the back and bottom of the said level, with every promise of turning out a good quantity of tin. Wilkinson's engine-shaft is 5 fms. below the 30 fm. level, and, though the lode is unproductive at present, we entertain a favourable opinion of it in depth, and are anxious to carry it down to the 50 fm. level, when a cross-cut should be driven south to intersect Ross Lobby and Morcom's lodes—to the former we calculate 10 fms., and to the latter 18 or 20 fms. These lodes have been very productive east of the cross-course, in Wheel Jewel. Although we recommend carrying on the foregoing works, we take leave to observe, that it cannot be done by our present returns of ore; and, without an improvement in the mine, we calculate on a loss of 2000 per month, provided Wilkinson's department is continued, and not less than 1000 per month if suspended; and as there are a great many lodes in this set requiring further development, we recommend that a call of 1½ per share be made, in order to discharge the present debt, and for the purpose of carrying on the foregoing works. We beg to refer you to the captain's report for a more particular statement of the prospects, and the work done in the past year, and also to the purser's statement of the accounts.

W. RICHARDS. J. RICHARDS.

A yearly summary of the workings from the captains was then also read, an analysis of which will be found among our mine reports.

On a question from a proprietor, respecting the continually brought-forward item of about 215½, due from Mr. Cardoza, the CHAIRMAN proceeded to say, that they had, unfortunately, appointed him a member of the committee, as well as pursuer—under which twofold character, he had managed to obtain, without giving any account, between 5000 and 6000, which, by dint of threats and perseverance, they had now reduced to the above sum, but more of which they could not obtain.—Mr. R. HARVEY (of St. Day), the merchant, and one of the committee, strongly deprecated such observations, and more particularly the last paragraph of the directors' report, which evidently alluded to him; he, however, treated it with the contempt it deserved, and threw it back at the directors; he challenged, and courted, inquiry into his charges as a merchant, although one of the committee, which made no difference in his line of conduct; he assured the meeting, that every article sold by him was charged the lowest price of the day, and in small quantities, as might be required, at the same cost as large mines, which gave extensive orders, and paid every two months, while his account with this mine sometimes reached 11000 or 12000. He held 560 shares—he believed the largest holder—and that gave him too much interest in the concern to see it pay extravagantly.

The CHAIRMAN then resumed on the subject of Cardoza, and stated that, when he found he was discharged, he made over his shares, for an advance on them, to Mr. C. Harvey, and which were still in the hands of Mr. R. Harvey, as security for part of the debt due the company; and would the latter gentleman pay that money, which it appeared was lost, and which he could show him his father guaranteed he would see properly applied? Among other defalcations, the secretary had written to the pursuer to get in the arrears of calls in Cornwall, and among the names of those to whom he wrote back he had applied to, was one gentleman, whom he said would pay as soon as convenient, and not to press for it. This aroused their suspicion, and, on writing to the gentleman in question, he sent an answer by return of post, expressing his astonishment, and stating he had paid it two months before, but which had never been accounted for. With all this disgrace, he had the impudence to attend the very last meeting of the committee on the mine, where he was allowed by these gentlemen to remain, and take part in the proceedings—not being a shareholder, but signing for a Mr. Swan, who held 5 or 10 shares.—Mr. HARVEY said he would not pledge himself, but he thought Mr. William Richards would very shortly obtain a settlement.

It was moved by Mr. COMMANDER, seconded, and carried unanimously,—  
"That the directors' report and statement of accounts be received and adopted."

The CHAIRMAN then proceeded to say, that the reports in general were more encouraging than last year; from Captains Richards' reports it appeared they recommended a call of 20s. per share, and that, even with that, they would have a loss of 2000 per month; but he thought it was not required; and if 10s. were required, it would, on the plan he should recommend, last two years, even without discovering any ore. It was all very well for Cornishmen that these large exploratory works were carried on, but the shareholders might depend, that their proper course was, to suspend the north part of the mine, and exert all their energies to the south, on Wheel Jewel lode, where returns might be assured. What was the state of the case with regard to Wilkinson's shaft, the cost for sinking which was nominally 200 per fathom? They were obliged to keep an engine at work, which made it really from 800 to 1000 per month, and they could never sink more than 8 ft. in a month—it was now down 85 fms.; the agents wanted to go down to a 50, and then cross-cut from 12 to 15 fms. to cut the Roselobby lode; they would then have to drive on its course, which would altogether take two years, and what would then be their position? Why, their whole capital would be spent, probably without any results—Cornishmen watching, like a cat watching a mouse; and when their shares were to be obtained for next to nothing, step in and reap the advantage of all those great works, which had already cost 90,000½.—[He then read a letter from Mr. Collan Harvey, in support of his views, written in 1839, in which he strongly recommended suspending sinking Wilkinson's shaft, as the ground was so hard and poor, and turn their whole efforts to the south mine.]—The shaft was suspended for two or three years, and only recommenced when they made a good discovery on Wheel Jewel lode, which made the company rich, and then they proceeded to re-sink. He then proceeded to show, that, although he might be met with the observation, that if they suspended operations, their dues would be increased—he did not believe it; the lords were the Duke of Buckingham and Mr. Trelawney, and who had always shown great liberality; they had, on a former occasion, reduced the dues from 1-16th to 1-24th; and he knew it was now presumed by some that they were so reduced, on condition of resuming the sinking of the shaft, and, if again suspended, they would be immediately raised; if they all pulled together, he was sure they would not be; but if there was any ear-wiggling with the lords' agents, by parties wishing to get the property for nothing, by saying, "the London shareholders want the shaft not worked—the Cornish wish to go on," why, perhaps, the case would be otherwise; and even if such should be the case, it were better to pay 200 per increase of dues on the south mine, than 800 or 1000 on prosecuting unproductive works without capital. If the course he recommended was adopted, he had not the slightest doubt but that, instead of losing 2000 per month, they would make a monthly profit, from which an annual dividend might be made. The south part had produced 45,000½ worth of ore in 10 years, and the lode was much more kindly now than two years since; they could, at all events, carry on their works for two years without a call, after the present one of 10s. If they continued to work the north part of the mine, they would play the game of those who wanted their shares for nothing—and would be like a builder with a small capital, who, beginning three or four streets at once, just got up a story—was ruined, and others reaped the benefit. He then, from the lowest estimates, calculated that there was 14,000½ worth of ore in sight; they had written the agents for a clear estimate, and had that morning received a letter from them, stating that there had not been time before the meeting to make them. This he could pretty well understand; they could work upon this lode for years to come; and if the agents should say, "In the present state of the mine we cannot get the ore out"—he should say they should be made, or they would get others to supply their place.

Mr. BAWDEN thought it imperative, in a case of such importance, that it should be clearly understood what they were going to do, and, after what had been said—the reading of Mr. C. Harvey's letter, and the state of their funds—there could be but one opinion on the subject—viz., to abandon, for the present, the north part of the mine; and on this subject, he hoped there would be no division; and if they were prosperous in the south, they could begin again in the north.—Mr. HARVEY then explained on the various points mooted by the chairman, entirely clearing himself and colleagues from any charges which might be brought against the conduct of the committee; and, after a considerable conversation, he tacitly consented to a temporary suspension of the north part of the mine, and a resolution to that effect was moved by Mr. MACKAY, seconded by Mr. BAWDEN, and carried unanimously, which, with the others passed, will be found in our advertising columns.

Mr. BAWDEN then drew attention to the London expenses, and hoped he should be met in that spirit of unanimity by the directors, when it was so necessary to practise economy; and when he proposed that the London expenses—now about 3200 or 3300—should not exceed 2500, the CHAIRMAN immediately, in the name of his colleagues and himself, willingly agreed thereto.

The call of 10s. per share was then agreed to, payable forthwith.

On the re-election of Mr. Wilkinson, who went out of office, as a director, by rotation, a question arose as to certain conduct on the part of that gentleman with Mr. Cardoza; while the directors professed to consider the company had been robbed and cheated by him, and were using all necessary measures to make him refund, it appeared Mr. Wilkinson had actually been employing him as a private agent, to attend for him at a meeting of the East Pool adventurers in Cornwall; which fact was shown in a printed circular sent to each shareholder. The meeting expressed the greatest indignity at such conduct, and an entire want of confidence in him as a director.—Mr. WILKINSON attempted to defend himself on the ground that, as a private individual, he was free to employ whom he pleased, while, as a director, he would always do his duty.—The motion for his re-election was lost—the meeting appearing unanimously on the subject, and Mr. Bawden was appointed to the vacant directorship, on a motion to that effect being moved, seconded, and carried unanimously.—A vote of thanks was then passed to the chairman, and the meeting separated.

**WHEEL GILL MINING COMPANY.**—A meeting of shareholders was held at the Barley Sheaf Inn, Liskeard, on the 21st April, at which the accounts were presented—showing balance against the mine of 507½ 14s. 11d.—when it was resolved.—That the accounts, having been examined and approved, be passed and allowed;—that a call of 2½ per share be made, payable at the East Cornwall Bank;—and that Mr. Lawrence be appointed sole surgeon to the mine.



**DEVON AND COURTNEY CONSOLIDATED MINING COMPANY.**—At a meeting of shareholders, held at the Bedford Arms Hotel, Tavistock, on Friday, the 8th inst.—William Atkinson, Esq., in the chair.—Capt. J. Job's report, and that of the committee, having been read, it was resolved, that they be received, adopted, and circulated among the shareholders.—The committee's report stated, that John Job had been appointed captain to the mine.—That Mr. Courtney had been paid 50l. for stone, sand, and damage done to land, on which the engine-house, and other buildings, were being erected, and which are expected to be ready for taking in the engine contracted for by Mr. West, and promised to be on the ground before the 19th of June. The committee feel certain of success, and will use their utmost exertions in getting all the materials on the ground, so that no time shall be lost in bringing the mine into full and profitable work. The committee after examining the accounts, find that no call is at present necessary.—The following is the report of Capt. John Job:—"In presenting to you my first report on this mine, I beg to say that it is situated in a part of very extensive setts, about 1½ mile in length, and near 1 in breadth, through which pass five visible east and west lodes, and we must be induced to suppose that through such an extent of ground there exist other (though at present undiscovered) lodes; for instance, the Wheal Ash and Ricks Hill lodes must pass through the sett to the north of any of the five lodes above mentioned: two of these lodes are underlying north, and three underlying south, varying in size from 6 in to 2½ ft. wide, composed of yellow ore, mudiic, peach, spar, with beautiful gossan. From the appearance and extent of workings, there has been a great quantity of ore risen on the backs near the river, but as the rock has been thrown into such a convulsed state by some cause, it is impossible for a lode to continue to be productive for any great extent until we get into a settled country, our present operations are principally confined to the sinking of a new engine-shaft to intersect the large gossan lode (14 ft. wide, which can be seen at surface,) at about the depth of 45 fms., and also driving the deep adit end on the same lode, which at present is 2½ ft. wide, yielding about 1 ton of ore to the fm., worth from 5l. to 6l. This lode from its very promising appearance and size, I think likely to produce results calculated to satisfy the most sanguine, and justify the intended outlay. It is my opinion that the cross-course that passes through the West Crowndale Mine, about 60 or 70 fms. to the west of the canal, will intersect our lodes near the brow of the hill, about 80 fms. further east than our present adit end, and from such a cause it is generally expected to change the stratum, the result of which we may naturally expect to produce a good effect."

**WHEAL ALLEN (near Bodmin).**—At an account meeting, held on the 13th inst., at the offices of the secretary, Mr. Henry Thomas, 8, George-yard, Lombard-street, the accounts showed an expenditure, from September, 1845, to March, 1846, both inclusive, of 131l. 4d., and receipts, from a call of 10s. per share on 256 shares, of 128l.—leaving due to treasurer, 3l. 0s. 4d., which were received and approved, and a call made of 10s. per share.—The agent's report states that, since the commencement, the operations have been chiefly confined to driving an adit into the hill, which adit is taken up by a few fathoms north of the river Allen, or Camel. It has been driven, from tail to present end, 75 fms. on a lode, the bearing of which is about 25° east of north, and will in continuation intersect all east and west lodes. Its size varies from 2 ft. to 6 in., and is composed of gossan, spar, and stones of yellow copper ore, sometimes spots of lead ore (but this is seldom); the stratum generally white kills. The adit is passing through a gentle slope, or acclivity, rising 1 fm. in 7 or 8, and consequently deepens as it advances. Capt. Henry Williams recommends continuing, in order to determine more correctly, than has yet been ascertained, the number, bearing, and distances of the east and west lodes, which are seen in a lane 70 or 80 fms. east of the present workings, and to sink a little on them, as well as to continue the adit, which, he says, is a good adventure; for if we intersect lodes in this beautiful strata, we shall very likely have ore. The extent of the sett is about 500 fms. in each direction, and is traversed by the Bodmin and Wadebridge Railway.

[FROM CORRESPONDENTS.]

**CONDURROW.**—We hear that this mine continues to look exceedingly well.

**NAFFREN MINE.**—This mine is situated in the parish of Constantine, about one mile west of Wheal Vivian Tin and Copper Mine. The sett is taken by Mr. Rashleigh, of Constantine; and from reports of the last workings, there is no doubt she will prove a profitable and valuable speculation.

**VIRTUOUS LADY AND WHEAL BEDFORD.**—These extensive mines have been in course of working for many years, and produced upwards of 8000 tons of copper ore, realising about 50,000l. They are situated in the parishes of Buckland Monachorum and Tavistock, about 12 miles from Plymouth, and are held under leases from the Duke of Bedford and Sir Ralph Lopes. The mines present the most favourable appearance to the miner, which the workings will prove, and bear the inspection of any competent judges; as a speculation, there is not a more promising thing in the neighbourhood, and there is every probability of its shortly being in a state of profitable working. The locality cannot be equalled, having a powerful stream of water, sufficient to work any machinery, and to go to any depth. The setts are very extensive, being nearly a mile in length on the course of the lodes, and about that distance from north to south. There are several lodes in the setts, only one that has been worked on to the depth of 17 fms., above which this very large quantity of ore has been raised.—From the letter of another correspondent, we learn that at Virtuous Lady they have commenced driving the bottom level, under where they have taken a great quantity of ore from the shallow levels above, but not having had any communication with the deeper parts of the mine, have been drawing the water from this part by whim, but now expect to open it to the deeper parts of the mine in a short time, when the water will be drawn off by the engine.—Also, that at Wheal Bedford the whim is at work, and drawing some good looking stuff to grass.

**WHEAL WHIDDEN, WHEAL VALVES, WHEAL TRUMPET, AND WHEAL TREVORLAS.**—We are given to understand that these valuable mining setts, situated in the parish of Wendron, about two miles from Helstone, are taken, from their contiguity to the Old Trevenning Mine (which, 40 years ago, returned immense profits), and, from the locality being a junction of granite and killas, with such a variety of lodes being already known to be productive, if again set to work with spirit and enterprise, it is, beyond doubt, likely to prove a valuable and lasting concern.

#### VENLAND MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—On perusing the Numbers of the *Mining Journal*, for the 2d and 9th inst., I perceive a correspondence has been commenced by "An Adventurer," and replied to by "A London Adventurer," concerning the management and working of Venland Mine. Knowing somewhat of the proceedings, I venture to make a few observations, based on fact, and consistent with truth. "An Adventurer" states that, during the first year of the workings, "many men were employed;" on which statement, "A London Adventurer" makes the following comment:—"At no time have I been aware that many men have been working on it, the infant state of the mine has not required it." The statement put forth by "An Adventurer," taken in a comparative point of view, is perfectly correct. During six months, from October, 1844, to March, 1845, inclusive, from 7 to 12 men were employed; whereas, for the last six months, only one man (the captain) and his son, a mere lad, have been working, with the exception of a pair of sawyers occasionally, who were required to saw timber for the use of the man and boy—so that you may suppose, Mr. Editor, their services have not been in frequent requisition. The statement of "A London Adventurer," that the calls should be taken as a criterion, would give a very erroneous impression as to the labour done on the mine. The 200l. spent during the first 15 months, if I mistake not, was almost entirely laid out in labour cost. Whereas, the 1000l. spent during the last 12 months, very little of it can have been so laid out, but chiefly in bills; one of which forms a very formidable item—410l. for the fire-engine (which is not on the mine, but at Tregothnan Consols); another item, I expect, consists of the payments made to the landlord and tenant, for damage, &c., down to the farm; the building of a blacksmith's shop, and likewise bills for timber, &c.

I will now make a few remarks on the late, and the present, pursuer. At the onset, I would observe that the late pursuer, some months after he was out of the pursuery, became a bankrupt. During the time he was pursuer, he kept the accounts with regularity, and I believe no charge was ever made against him, nor had the shareholders any desire to turn him out, and all went on peaceably, until "the London Adventurer" arrived at Liskeard, where he has two brothers; and now, I would crave your special attention to the succeeding observations. The late pursuer was in London, and this "A London Adventurer" and his brothers were aware of. They called at his residence, and requested his brother to convene a meeting of the shareholders, I believe, for the same day—at all events, it was held on the same day that a few of the shareholders received the notice, for the great bulk of them received no notice at all. At this meeting were present "A London Adventurer" and his two brothers, together with a person who acted as proxy for a gentleman in Surrey, and also some of the Liskeard adventurers. It was thereat proposed, that the pursuer be turned out, and that one of the brothers alluded to be elected in his stead. It was also proposed, that a London committee of management be appointed consisting of three persons, of whom "A London Adventurer" was to be one. All these resolutions were certainly carried in the affirmative; but how were they carried? By "A London Adventurer" and his friends swamping the votes, but not the voices, of the Liskeard shareholders, by a host of proxies, which they had brought from town. On the return of the pursuer from London, a requisition was sent him as the pursuer of Venland (for the country shareholders would not recognise the newly-elected one as such), calling on him to convene a general meeting of shareholders, to take into consideration the proceedings which had transpired at a meeting held in his absence.

That meeting took place pursuant to notice, and, when the cost-book was produced, giving a detail of the resolutions passed at the previous meeting, it was found that the only signatures attached to the sheet were those of "A London Adventurer," his two brothers, and the proxy for a Surrey adventurer; all the other shareholders, to mark their objection to the proceedings, had re-

fused to sign the cost-book. At this meeting, the previous proceedings were counted as illegal; or, at all events, the first pursuer was considered their pursuer, but who then tendered his resignation, which was accepted; and all the other resolutions were put to the meeting and carried, with the exception, that the London committee of management were cut down to a committee of consultation. This committee has been found to be a blight to the mine, as well as a dead weight, paralysing all energy. I should have added, that "A London Adventurer" had left the town long before the pursuer arrived from London—so that they could not have a meeting, where any charge (had there been one) might have been brought or refuted. In proof, that the first pursuer kept his accounts tolerably correct, the present pursuer ("A London Adventurer's brother") went over the accounts with him, when there was found a deficiency of a few shillings; but the present pursuer could not discover where the mistake was, and the first pursuer made up the deficiency out of his own pocket.

I would now make a few remarks about the engine, which has been purchased nearly, if not quite, three months. As the engine has been bought and paid for, why are not preparations made on the mine to receive her? Surely, she has been purchased long enough to have had an engine-house built, but one cannot be found on Venland, nor the least preparation for such an erection. Who looks after the engine at Tregothnan Consols, and sees that she is taken proper care of? In conclusion, I would ask the shareholders—is the mine carried on in a miner-like manner? We have an extensive sett, containing a great number of lodes, of a very promising appearance, and with very good indications, together with a respectable company; she has an engine (some 40 or more miles distant from her), without the least indication of a house being prepared for her reception. She has a staff, consisting of a Liskeard and London consulting committee, an inspecting captain, a pursuer, a surgeon, a captain (who acts as a labourer for the time), and one boy. If the shareholders will take the trouble to investigate into the matter, they will find my statements, I believe, perfectly correct. I would not have dared to trespass on your time and space to so great a length, had I not been anxious to give you a full account of the doings connected with the Venland Mine.

Liskeard, May 13.

#### THE VICTORIA IRON-WORKS—FRASER R. HALL.

SIR,—I should feel obliged if any of your numerous readers would give me, through your columns, some knowledge of the position in which the long-pending case of "Fraser v. Hall" now stands, for to me there seems some mystery in it. As the case really is between the Monmouthshire and Glamorganshire Banking Company and Sir Benjamin Hall, Bart., relative to the well-known Victoria Iron-Works, being a proprietor in the bank I must naturally feel anxious of knowing how the bank stands therein, for the unsatisfactory intelligence that can be procured from the officials in that quarter is enveloped in *nebula*. Another simple question I desire to ask—Do joint-stock banking companies in England become ironmasters and coal merchants, without consulting the wishes of the proprietary, and contrary to the tenor of the Deed of Settlement?—A PROPRIETOR, Cardiff, May 7.

#### HOBBY'S HILL MINE.

SIR,—You will much oblige me by inserting this communication in your next *Journal*, in reply to, and for the information of, your Jersey correspondent and his friends, relative to this mine. It is still at work, and proceeds highly satisfactorily to the shareholders. If the inquirer is a registered shareholder (which I imagine he is not) he would have known this, without an inquiry through the public press. At the commencement of the mine, a person at present unknown, took up shares, it is supposed under a fictitious name, and has since kept himself aloof, and never paid a call. If, as I presume, your Jersey inquirer is this person, and he will be kind enough to remit the amount due on his shares, and send his real name and address, every information relative to the mine shall be forwarded to him without delay.

Liskeard, May 12.

RICHARD CLOGG, Purser.

#### TREWAVAS MINE.

SIR,—I have just received a letter from Helston, contradicting the report respecting the bed of ore found in Trewavas Mine. My informant acquaints me, "the report has been examined into, and found not to be true;" so here, I suppose, ends the mine for the present adventurers. I trust, however, that we shall yet derive a something from our outlay, and that henceforth more honesty will be displayed, where management devolves on Cornishmen, and that a member of the committee; although he may be a banker, will not lend himself to declaring dividends, although he may, as a banker, advance the amount necessary for such purpose.—W. R., May 15.

### Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelfth o'clock.	
Bank Stock, 7 per Cent., 205½	4½
3 per Cent. Reduced Ann., 93½	4
3 per Cent. Consols Ann., 96½	4
3 per Cent. Annuities, 107	4
3½ per Cent. Ann., 97½	4
Long Annuities, 101	4
India Stock, 10½ per Cent., 96½	4
3 per Cent. Consols for Acc., 96½	4
Exchange Bills, 1000l., 21	20 pm.
Belgian Bonds, 4½ per Cent., 96 7	
Dutch, 2½ per Cent., 59½	
Brazilian, New, 5 per Cent., 82	
Chilian, 6 per Cent., 96 ½ 7	
Mexican, 5 per Cent., 33 2½ 3½	
Spanish, 5 per Cent., 24½	
Portuguese, 4 per Cent., 57 8 7½	
Russian, 5 per Cent., 110½ 10	

**MINES.**—Although the business done in mining shares this week has been of a limited character, it has improved upon that of last week, in British mines especially. Transactions in the following mines have taken place—viz., Andrew and Nangiles, Condurrow, Perran Wheal Virgin, Stray Park, Gonamena, Craddock Moor, South Trelawney, Mary Anne, Devon and Courtney, West Wheal Maria, George and Charlotte, Holmbush, Fortescue, and a few others; whilst business in foreign mines has been very inactive.

**RAILWAYS.**—The share market has continued in a dull and listless state, both for registered shares and scrip, until Thursday, when some slight improvement was manifested in the prices of many English lines, registered and otherwise.—Railway Central City Terminus: Mr. C. Pearson, who has taken much interest in bringing the benefit of railway communication into the City, exhibited a model of his plan at the Court of Common Council, on Monday last; his plan was much approved, and is to unite the whole of the lines north of the Thames, at a general station, at the end of Farringdon-street, and which he estimates at 1,000,000l.: he advocates the atmospheric system.

**MEETINGS.**—Shrewsbury and Birmingham, on Monday, to ascertain the opinion of the shareholders, as to whether the undertaking should be proceeded with, which was unanimously decided in the affirmative.—Edmond and Enfield, on Monday, for the same purpose: line to be proceeded with.—Wexford, Carlow, and Dublin, for some purpose: line to be proceeded with.—Windsor, Slough, and Staines, same purpose: undertaking to be proceeded with.—North Staffordshire, same purpose: all the branch lines to be proceeded with.—Birkenhead, Lancashire, and Cheshire Junction, same purpose: undertaking to be proceeded with.—Direct Birmingham and Leicester: a deputation of the shareholders met on the same day, to oppose the bill being proceeded with in committee, and passed resolutions to that effect, appointing unanimously a deputation to carry out their views.—Great Western and Wycombe, Great Western and Uxbridge, North British, also have decided to proceed with their schemes. On Thursday, Eastern Counties (York Extension); Eastern Counties (Thames Junction); East and West India Dock, and Birmingham Junction; Ely and Bury St. Edmunds; Ilford and Epping; North Gravesend; Edinburgh and Glasgow (branches); and during the week the following have also decided to proceed:—Leeds, Wakefield, and Midland Junction; Blackburn, Chorley, and Liverpool; Sheffield and Lincolnshire Junction; South Staffordshire; East and West Yorkshire Junction; Great Grimsby and Sheffield; Ayrshire (amended provisions of Glasgow, Dumfries, and Carlisle); and for dissolution, Grand Trunk, or Stafford and Peterborough Union; Buxton, Macclesfield, Congleton, and Crews (return 30s.), and Northumberland and Lancashire Junction.

The following bills have obtained the suspension of the Standing Orders, and allowed to proceed—viz., West Riding Union Railway; Midland Railway (Birmingham and Gloucester branches), Colchester and Stour Valley.—*Preambles proved:* Arbroath and Tay Ferry; Morayshire; Eastern Extension; Leeds and Thirsk.—*Not proved:* Edinburgh and Leith Atmospheric; Edinburgh, Leith, and Granton; York, North Midland, and Leeds Extension; Alford Valley.—The following bills have passed the Lords:—London and Brighton (East Grinstead Branch); the South Eastern (Ashford station); the Eastern Union and Hadfield Junction; South Eastern (Hastings, Ely, and Tunbridge), pre-amble proved.

**LEEDS, THURSDAY.**—Our market for shares during the week has been steady, with rather better prices generally, and a considerable activity in some of the scrip shares. The unanimous decision at the meeting of the Matlock and Buxton shareholders to proceed with the bill, and the strong manner in which Mr. George Stephenson expressed himself upon the merits of the scheme, have given increased confidence, and some extensive business has been done in these shares, at prices varying from 30s. to 37s. pm. The West Riding Union having got over the difficulty upon Standing Orders, and allowed to proceed with the new bill, has caused a further advance in the shares, which nearly reached 6l. yesterday, but leave off to-day at about 5½l. North Staffordshire not quite so good as in the beginning of the week. North Westerns ran up to 15s. pm. yesterday, but are down again to-day to 11s. pm., and close buyers.

**MESSES. LAMOND'S SALES.**—TUESDAY.—Direct Northern (2l. 10s. pd.), 2s. 0s. 6d.; London and York (2l. 10s.), 2l. 7s. 6d.; Cornwall (5l.), 2l.; Lyons and Arlinton (2l.), 1l. 17s. 6d.; Lowestoft Harbour and Railway (7l. 5s.), 4l. 10s.; North Staffordshire, Churnet, and Poteries (2l. 2s.), 16l. 12s. 6d.; South Midland (2l. 2s.), 3l. 19s. 6d.; South Devon (35l.), 32l. 10s.; London and South Essex (2l. 10s.), 1l. 7s. 6d.; Eastern Counties—York Extension (10s.), 1l. 16s.; Manchester and Southampton (2l.), 2l. 2s. 6d.; Manchester, Buxton, and Matlock (2l. 2s.), 3l. 11s. 6d.; Gillingham and Doncaster (2l. 2s.), 2l. 7s.; Shrewsbury and Birmingham (2l. 10s.), 3l. 5s. 6d.; Buckinghamshire (2l. 2s.), 2l. 10s.

**FRIDAY.**—York and Carlisle (2l. 15s.), 1l. 5s.; Ceylon (5s.), 9s.; South Midland (2l. 2s.), 3l. 13s.; London and York (2l. 10s.), 3l. 8s.; Direct Northern (2l. 10s.), 1l. 17s. 6d.; East Indian (5s.), 16s. 6d.; Derby, Stafford, and Worcester (2l. 2s.), 14s. 6d.; Shrewsbury and Hereford (2l. 12s. 6d.), 1l. 12s.; Buckinghamshire (2l. 2s.), 2l. 10s.; Orleans, Tours, and Bordeaux (6l.), 10l. 10s.; Perth and Inverness (2l. 10s.), 1l. 11s. 6d.; Shrewsbury and Birmingham (2l. 10s.), 3l. 3s.; Cornwall (5l.), 2l.; Leicester, Tamworth, Coventry, Birmingham, and Trent Valley (2l. 2s.), 1l. 3s. 6d.; Rastick's Manchester (5l. 5s.), 3l. 10s.

### RAILWAY SHARE LIST.

RAILWAYS.	Paid.	Closing pr. last week.	Closing pr. last night.
Aberdeen	£10	5½	6
Amber, Nottingham, Boston, and Erewash Junction	2½	1½	2½
Armagh, Coleraine, and Fortrush—35l. shares	100	125	126
Birmingham and Gloucester—100l. shares	100	125	126
Birmingham and Oxford Junction—30l. shares	30	84	85
Bristol and Exeter—100l. shares	70	84	85
Bristol and Gloucester—50l. per share	30	51	50
Caledonian—50l. per share	5	13½	12½
Cambridge and Lincoln—25l. shares	10	—	—
Chelmsford and Bury	15	—	—
Chester and Holyhead—50l. shares	15	22½	22½
Cork and Killarney—50l. shares	2½	—	—
Cork and Waterford—25l. shares	1½	—	—
Cornwall—30l. shares	5	—	—
Derby, Uttoxeter, and Stafford	5	—	—
Direct Northern—50l. shares	2½	—	—
Direct Manchester (Ramington's)—20l. shares	2½	—	—
Ditto Rastick's	5½	—	—
Dublin and Belfast Junction—50l. shares	10	7½	7
Dublin, Belfast, and Coleraine—50l. shares	2½	—	—
Dundalk and Galway—50l. shares	4	—	—
Dundalk and Enniskillen—50l. shares	2½	—	—
Eastern Counties—25l. shares	14½	23½	23½
Edinburgh and Glasgow—30l. shares	50	75	77
Edinburgh and Perth	3	—	—
Exeter, Yeovil, and Dorchester—50l. shares	2½	—	—
Goole and Doncaster—20l. shares	42½	—	—
Grand Junction—100l. shares	100	—	—
Grand Union (Nottingham and Lynn)	1½	—	—
Great Grimsby and Sheffield—50l. shares	5	3 dis.	—
Great Southern and Western (Ireland)—50l. shares	15	24½	24
Great North of England—100l. shares	100	215	218
Great Western—100l. shares	60	155	153
Guildford, Farnham, and Portsmouth—50l. shares	50	5	4½
Hull and Selby—50l. shares	50	103	103½
Isle of Axholme	2½	—	—
Lancaster and Carlisle—50l. shares	25	59	57
Leeds and Carlisle	2½	—	—
Leicester and Birmingham—20l. shares	22½	—	—
Leicester and Bedford—20l. shares	22½	—	—
Leicester and Tamworth—20l. shares	42½	—	—
Liverpool and Leeds Direct—50l. shares	2½	—	—
Liverpool, Manchester, and Newcastle Junction	2½	—	—
London and Birmingham	2½	—	—
London and Birmingham Extension—25l. shares	22½	—	—
London and Blackwall	Av. 16l. 13s. 4d.	8½	7½
London and Brighton—50l. shares	50	65½	66
London and Croydon	Av. 13l. 15s. 9d.	22½	22½
London and Greenwich	Av. 12l. 15s. 4d.	22½	22½
London and South Western	Av. 41l. 6s. 10d.	80	79½
London and York—50l. shares	2½	—	—
London, Warwick, and Kidderminster—50l. shares	2½	—	—
London, Salisbury, and Yeovil—50l. shares	2½	—	—
Londonderry and Coleraine—50l. shares	5	—	—
Londonderry and Enniskillen—50l. shares	5	—	—
Lynn and Ely—25l. shares	5	—	—
Lynn and Dereham—25l. shares	5	—	—
Manchester and Leeds—100l. shares	82	127	126
Manchester and Birmingham—40l. shares	40	81	82
Manchester, Buxton, and Matlock—20l. shares	42½	—	—
Manchester and Southampton	2	—	—
Stock	154½	156	156
Ditto Birmingham and Derby	124	124	124
Midland Great Western (Irish)—50l. shares	2½	—	—
Newcastle and Berwick—25l. shares	10	—	—
Newcastle and Carlisle—100l. shares	100	204	205
Newcastle and Darlington Junction—25l. shares	25	45	44½
Ditto New (Branding)—25l. shares	20	44	—
Newport and Aberystwyth	2½	—	—
Newry and Enniskillen—50l. shares	2½	—	—
Newark, Sheffield, and Boston—25l. shares	2½	—	—
North British—50l. shares	17½	22½	22½
North Devon	5	—	—
Northern and Eastern—50l. shares	45	74	73½
North Kent and Direct Dover—50l. shares	2½	—	—
North Staffordshire—20l. shares	42½	44 pm.	44 pm.
North Wales—25l. shares	34	—	—
Norwich and Brandon—20l. shares	18	27	—
Northampton, Banbury, and Cheltenham	2	—	—
Oxford, Worcester, and Wolverhampton	12½	9½	9
Perth and Inverness	2½	—	—
Portsmouth Direct—30l. shares	30	—	—
Preston and Wyre—50l. shares	50	30½	31
Richmond—20l. shares	5	16½	—
Rugby and Huntingdon—20l. shares	2	—	—
Scottish Central—25l. shares	7½	15½	16½
Scottish Midland—25l. shares	5	—	—
Sheffield and Manchester—100l. shares	100	—	—
Shrewsbury and Birmingham	2½	—	—
Somersetshire Midland	2½	—	—
South Devon—50l. shares	25	—	—
South Eastern and Dover	42½	40 pm.	40½
South Midland—20l. shares	20	—	—
South Wales—50l. shares	5	—	—
Staines and Richmond—20l. shares	1	—	—
Trent Valley—20l. shares	5	—	—
Trent Valley and Holyhead Junction—20l. shares	2½	—	—
Vale of Neath	2	—	—
Waterford and Kilkenny—20l. shares	3	—	—
Wills, Somerset, and Weymouth—50l. shares	2½	—	—
Wiltshire, Dorset, and Weymouth—50l. shares	2½	—	—
Yarmouth and Norwich—20l. shares	20	37½	—
York and Carlisle	2½	—	—
York and North Midland—50l. shares	50	102	101
Ditto Selby—50l. shares	30	—	—

### FOREIGN RAILWAYS.

Boulogne and Amiens—20l shares	10	12½	12½
Bordeaux and Toulouse and Cette (Muckenzie)—20l shares	2	2½	2½
Bordeaux, Toulouse, and Cette (Espaleto)—20l. shares	2	2½	2½
Central of Spain—20l shares	2	—	1½
Dutch Rhishen—20l shares	5	7½	8½
East Indian	5	—	—
Great Northern of France (constituted)	5	13½	14½
Great Western Bengal	4	—	—
Great Western Canada—22½l shares	3½	—	—
Jamaica and South Midland Junction—20l shares	1	1½	2
Jamaica North Midland	1	—	—
Louvaine and Jemappe—20l shares	4	2½	1½
Lyons and Avignon—20l shares	2	2½	2
Luxembourg	4	2½	1½
Namur and Liege—20l shares	4	4	4½
Orleans and St. Quentin—20l shares	10	17	16½
Orleans and Bordeaux—20l shares	2	11½	10½
Paris and St. Quentin—20l per share	2	—	—
Paris and Orleans—20l shares	20	—	—
Paris and Rouen—20l shares	20	40½	40½
Rouen and Havre—20l shares	18	30½	29½
Sambre and Meuse—20l shares	6	6	5½
Strasbourg and Basle—14l shares	14	8½	—
West Flanders	4	3	2½



## PRICES OF MINING SHARES.

BRITISH MINES.				BRITISH MINES—continued.			
Shares.	Company.	Paid.	Price.	Shares.	Company.	Paid.	Price.
235	Adams and Nangle's	25	30	256	South Wharfedale	2	3
1000	Barnstow	44	30	256	St. Austell Consols	5	20
400	Bedford	21	5	1000	Stray Park	43	20
128	Besore Lead Mine	35	35	9500	Tamar Consols	3	15
320	Birch Tor Tin Mine	10	12	6000	Tincroft	7	13
8000	Blaenavon	50	40	256	Ting Tang	67	25
100	Botallack	175	30	128	Toburn	124	55
120	Brewer	16	16	1024	Trelawney Consols	1	1
10000	British Iron, New, regis.	10	19	5000	Trevellick Consols	6	3
	— Ditto ditto, scrip.	10	19	256	Trenow Consols	10	170
128	Budnick Consols	30	30	95	Tresavean	10	250
100	Bwlch Cwmrhir	20	20	120	Truethallan	61	130
1000	Caington	19	27	120	Trevikey and Barriar	12	25
256	Caradon Consols	45	55	128	Trevellick	12	25
256	Caradon Copper Mine	9	8	4000	United Hills	5	40
256	Caradon Mines	4	36	100	United Mines	300	900
256	Caradon United	24	16-25	128	West Bassett	10	15
256	Caradon Wh. Hooper	12	8	256	West Caradon	20	340
1000	Carn Brea	15	130	128	West Cargoll	2	15
114	Charlestown	20	240	512	West Fowey Consols	40	35
256	Chypraz	16	16	256	West Kekevech Consols	10	34
1000	Comberton	54	44	256	West Kekevech	4	10
128	Confort	50	50	256	West Kekevech	10	10
5000	Can. Trol. Mining Ass.	34	24	200	West Kekevech	5	32
128	Conduarow	31	47	120	West Kekevech	5	32
2560	Cook's Kitchen	6	6	256	West Kekevech	14	5
1000	Crook Bottom	1	5	256	West Wh. Friendship	3	10
3900	Cumbrian Lead Co.	3	3	3840	West Wh. Friendship	11	24
1024	Cusheen	44	25	2560	West Wh. Friendship	3	34
240	Craddock Moor	9	33	2560	West Wh. Friendship	3	34
128	Creeg Brava	120	80	256	West Wh. Friendship	15	15
500	Cubert Mine	10	30	256	West Wh. Friendship	21	21
1024	Devon & Courtney Con.	3	3	256	West Wh. Friendship	21	21
1000	Dharode	2	5	240	West Wh. Friendship	13	3
186	Doleath	8	80	6000	Wicklow Copper	5	16
10000	Durham County Coal	45	9	256	Wicklow Copper	10	8
128	East Pool	5	40	128	Wicklow Copper	13	10
9000	East Tamar Consols	14	38	256	Wicklow Copper	13	10
	— East Tamar Consols	1	3	368	Wicklow Copper	10	11
256	East Tamar Consols	6	30	128	Wicklow Copper	10	11
94	East Tamar Consols	400	400	256	Wicklow Copper	10	20
256	East Tamar Consols	1	3	256	Wicklow Copper	10	20
128	East Tamar Consols	1	3	256	Wicklow Copper	10	20
123	East Tamar Consols	24	16	256	Wicklow Copper	10	20
512	Fowey Consols	80	80	256	Wicklow Copper	10	20
20000	Galvanised Iron Co.	10	10	256	Wicklow Copper	10	20
10000	Gen. Mining Co. for Ire.	1	1	1024	Wicklow Copper	34	34
1000	Golophin	19	122	256	Wicklow Copper	44	15
256	Gonamena	19	122	384	Wicklow Copper	22	42
128	Gover	23	200	256	Wicklow Copper	17	25
244	Graham & St. Aubyn	29	29	1000	Wicklow Copper	1	1
100	Great Consols	1000	400	128	Wicklow Copper	1	1
256	Great Consols	12	12	109	Wicklow Copper	23	25
2560	Great Mitchell Consols	2	2	256	Wicklow Copper	7	11
100	Grogwinion	5	20	256	Wicklow Copper	6	40
1000	Grimlake	14	3	256	Wicklow Copper	11	5
128	Hallenbeagle	50	50	1024	Wicklow Copper	1	700
1000	Hanson	5	3	4000	Wicklow Copper	4	4
1000	Harrowbarrow Old Mine	34	34	256	Wicklow Copper	5	90
1000	Harrowbarrow Consols	2	2	1024	Wicklow Copper	22	1
1000	Hawdon	3	64	256	Wicklow Copper	15	15
6000	Heigston Down	2	2	256	Wicklow Copper	15	15
256	Hedderfoot	15	16	256	Wicklow Copper	9	10
10000	Hibernian	124	1	128	Wicklow Copper	1	60
1000	Holmbush	14	22	128	Wicklow Copper	1	60
256	Ivy Tor	14	22	128	Wicklow Copper	1	60
1200	Kirkcubrightshire	14	22	128	Wicklow Copper	1	60
2048	Lamheroo Wh. Maria	6	50	128	Wicklow Copper	1	60
128	Lanarth & Penrith	1	150	256	Wicklow Copper	13	3
2048	Lanveth Consols	2	3	128	Wicklow Copper	40	20
200	Larkholes	1	150	128	Wicklow Copper	40	20
160	Levant	1	150	512	Wicklow Copper	13	5
1000	Lewis	12	4	99	Wicklow Copper	150	850
128	Ludcott	3	3	256	Wicklow Copper	25	5
2800	Malver Valley	10	32	128	Wicklow Copper	21	35
20000	Mining Co. of Ireland	7	124	260	Wicklow Copper	72	160
1000	Nant-Ar-Nelle	2	24	256	Wicklow Copper	32	4
200	Nantarrow Consols	10	14	256	Wicklow Copper	10	10
128	New East Crowlands	7	2	128	Wicklow Copper	124	20
128	North Fowey Consols	10	20	256	Wicklow Copper	2	6
100	North Fowey Consols	10	20	127	Wicklow Copper	1	1
70	North Fowey Consols	104	420	1024	Wicklow Copper	24	5
256	North Trelawney	24	4	256	Wicklow Copper	4	10
100	North United	41	20				
128	North Wh. Providence	24	10				
256	North Wh. Providence	24	10				
15000	Northern Coal Co.	23	2				
600	Old Delabole Slate Co.	25	43				
128	Par Consols	15	300				
256	Penallow Moor	15	3				
100	Penrhyn	30	65				
128	Pen-y-Cefn Mine	50	55				
1280	Perran St. George Un.	13	20				
612	Plymouth Wh. Yeoland	14	34				
10000	Rhymney Iron	50	33				
256	Rose Consols	10	7				
1000	Rosehill Hill	1	34				
1024	Roscarrock	24	2				
2500	Silver Valley	2	2				
256	Sourton Consols	3	5				
128	South Caradon	10	40				
260	South St. George	9	16				
200	South Harvannah	23	26				
800	South Tolan	10	14				
256	South Trelawney	84	13				
128	South Trelawney	164	20				
128	South Trelawney	164	20				
124	South Wh. Francis	9	90				
1024	South Wh. Maria	1	2				
10000	Southern & Western, Irish	1	2				

## LATEST CURRENT PRICES OF METALS.

LONDON, MAY 15, 1845.				LONDON, MAY 15, 1845.			
Iron—Bar a.	Wales—ton	£ s. d.	£ s. d.	COPPER—Ordin. sheets, lb.	£ s. d.	£ s. d.	£ s. d.
1000	London	9	0-8 5 0	1000	bottoms	0	0-0 11 0
1000	London	9	0-10 0 0	1000	Tin—Com. blocks, cent.	0	0-4 7 0
1000	London	11	0-11 5 0	1000	bars	0	0-4 8 6
1000	London	10	0-12 5 0	1000	Refined	0	0-4 10 0
1000	London	10	0-11 0 0	1000	Strait	0	3 18 0
1000	London	10	0-11 0 0	1000	Banc	0	3 18 0
1000	London	4	5-5 0 0	1000	TIN PLATES—Ch. IC, box	1	10-12 0
1000	London	0	0-3 10 0	1000	IX	1	16-18 0
1000	London	9	15-10 0 0	1000	Coke, IC	0	0-1 5 0
1000	London	0	0-16 0 0	1000	IX	0	0-1 11 0
1000	London	0	0-16 0 0	1000	Lead—Sheet & Cast	0	0-20 0 0
1000	London	0	0-14 10 0	1000	Pig, refined	0	0-21 0 0
1000	London	0	0-13 12 6	1000	common	0	0-19 0 0
1000	London	0	0-11 10 0	1000	Spanish, in bd.	0	0-18 10 0
1000	London	0	0-11 10 0	1000	American	0	0-18 10 0
1000	London	0	0-14 5 0	1000	SPELTER—(Coke) l.	0	0-18 10 0
1000	London	0	0-92 0 0	1000	ZINC—(Sheet) m. export.	0	0-30 0 0
1000	London	0	0-93 0 0	1000	QUICKSILVER	0	0-0 4 6
1000	London	0	0-96 0 0	1000	REFINED METAL	0	0-0 0 0

**IRON.**—The transactions in Welsh and Staffordshire continue to be very limited, and quotations are scarcely supported; large sales of Scotch pig have been made within the last 10 to 12 days (and to be upwards of 20,000 tons), at prices varying from 8s. to 7s. 6d., with a few small parcels at 7s. 6d., but the market is flat again, with sellers at 7s. 0d. Our quotations for foreign are nominal, there being no sales made lately.

**TIN.**—English was reduced on 14th inst. 4s. per cwt., but as the stock of foreign in first hands is low, the prices quoted are maintained, and sales have been made therewith since the fall on English.

In other metals no alteration to notice from last week's Mining Journal, and the demand for each is very dull.

**English iron continues firm,** with a fair amount of business doing. A further advance has taken place in Scotch pig-iron, and considerable transactions done at from 7s. to 7s. 6d. net cash, according to brand and number. We quote the price 7s. 6d. cash, and 7s. 6d. bill, at four months date, with a very firm market. English tin has again declined, sellers at 8s. 7d. for block, and 8s. 6d. for bar. Foreign tin at quotations, stocks small. Sales of spelter reported at 18s. 7d. 6d.

## GLASGOW PIG-IRON TRADE.

**MAY 14.**—The market for pig-iron has continued firm during the week, and closed to-day at 7s. 6d., net cash, for No. 1. The extent of business done has been very limited, and the export orders seem entirely exhausted for the present. There is, consequently, a reduction of about 10 per cent. on rates of freight of pig-iron to foreign ports.

## THAMES TUNNEL COMPANY.

The number of passengers who passed through the Tunnel in the week ending May 9, was 18,826; amount of money, £78 8s. 10d.

**RAILWAY TRAFFIC.**—From our official returns, it appears that the amount of traffic for the last week, on nearly 1800 miles of railway, was 138,532, thus accounted for:—74,990, for the conveyance of passengers only, 35,581, for the carriage of goods, and a remainder of 27,961, for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 24,885.—*Railway Chronicle*, of this day.

The success, or otherwise, of the measure introduced by Sir Robert Peel, for reducing the duties on the importation of foreign corn and other necessities of life, having been a topic of so much interest to the public for many weeks past, we give the result of the division of the House of Commons at four o'clock this morning, when the bill was read a third time and passed; they were as follows:—For the third reading, 327; against it, 229—majority in favour of the bill, 98.

## SAFETY FUSE FOR BLASTING ROCKS, SUBMARINE

**EXPLOSIONS, &c.**  
THE BRITISH AND FOREIGN SAFETY FUSE COMPANY  
begs to inform the MANAGERS and AGENTS OF MINES, and OTHER PARTIES engaged in WORKS requiring the SAFETY FUSE, that they are now able to SUPPLY that ARTICLE in ANY QUANTITIES, and of such descriptions, as may be required. The British and Foreign Safety Fuse Company have spared no expense, in order to make an article of the first quality; and they hope, by a strict attention to business, to merit a continuance of the orders which they may be favoured with. Orders from any part of the kingdom will be executed with every possible dispatch, and particular care will be observed in packing fuse which may be wanted for exportation. Dated Redruth, Cornwall, April 21, 1846.

**WORK PERFORMED BY CORNISH ENGINES.**  
The number of pumping-engines reported for the month of April is 13—the quantity of coals consumed being 3001 tons, lifted, in the aggregate, 30,000,000 tons of water 10 fathoms high—the average duty of the whole is, therefore, 56,000,000 lbs. lifted 1 foot high by the consumption of a bushel of coal. The following have exceeded the average:—

Mines.	Engines.	Length of stroke in feet.	Load in pounds.	Load per sq. inch on piston.	Strokes per min.	Consumption of coal in bushels.	Million lbs. of water lifted by 1 bushel of coal.	Average quantity of water lifted per min.
Wh. Prosper	Roberts's 70-in.	9-75	63,170	12-6	5-7	2208	62-0	630-0
North United	Sims's 80-in.	10-0	77,884	12-3	7-1	3050	73-5	—
Wheal Vor	Borlase's 80-in.	10-0	118,882	18-9	7-3	4490	62-9	—
North Rooker	New, 70-in.	10-0	56,300	12-1	5-2	1752	56-6	383-7
E. W. Croft	Trevenson's 80	10-33	84,887	12-6	3-6	1686	58-1	203-8
Poldice	Sims's 85-in.	10-0	64,915	8-0	9-1	3104	56-0	646-1
Carn Brea	Sims's 80, 90	9-0	34,342	13-6	6-7	996	66-1	—
United Mines	Taylor's 85-in.	11-0	91,656	14-6	6-8	2980	85-1	—
ditto	Eldon's 30-in.	9-0	13,631	16-0	9-2	529	74-3	—
ditto	Loam's 85-in.	10-0	89,320	11-8	7-9	3694	60-3	1733-0
ditto	Hocking's 85-in.	10-0	97,288	14-5	8-0	4545	61-1	—
United Hills	Williams's 80	10-0	75,236	11-9	7-2	3048	57-4	500-4
East Wh. Rose	Pemrose's 70 in.	10-0	42,357	9-8	3-2	854	57-8	370-0

**MINE ACCIDENTS.**  
**Crook Hay, West Bromwich.**—An awful occurrence took place on the 25th ult., in one of Mr. Davis's coal-pits, at this place. A man named S. Allan was at work all day, when up to six o'clock the mine was in an excellent state; about that time, however, a boy who was at work at a short distance brought down a large mass of coal, when an immediate rush of fire damp took place, which ignited at Allen's candle with a tremendous explosion—burning his body, neck, arms, and head in a dreadful manner, he being naked from his waist upwards; he was immediately rescued, and while a litter was being prepared, he started off to his home a mile off, when the first person he met was a young woman to whom he was to have been married in a few days; he lingered just a week, as on Saturday, the 2d inst., death put an end to his sufferings.  
**Coalbrook Vale Iron Works, Pontypool.**—R. Jones was killed at these works.  
**West Bromwich.**—A. Poynton was killed at Mr. Bagnall's colliery.  
**Donsdale Coal Mines.**—T. Morgan (aged 12 years) was killed here.  
**Conduarow Mine.**—S. Terril was killed by a stall giving way.  
**Cwm Acon.**—W. Griffiths was killed here by an explosion of gunpowder.

## COPPER ORES.

Sampled April 22, and Sold at Swansea, May 13, 1846.				Sampled April 22, and Sold at Swansea, May 13, 1846.
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tention to the subject, and some experimental works, on a small scale, have been erected by Dr. DAVY; and the first experiment has proved the plan adopted by him triumphant and complete: it consisted of 44 lbs. of surface ore from the Burra Burra Mine, being part of the first lot brought to Adelaide, and produced 23 lbs. of pure copper, besides a quantity in the slag, estimated at 5 lbs., being thus equal to 60 per cent. Another sample of 68 lbs. of ore, produced, with the remains in the slag, 30 lbs. of copper, or about 44 per cent. The ore appears to contain but little arsenic, antimony, or other injurious minerals; and the charcoal, made from Australian wood, possesses great heating power; the extensive forest of the colony can furnish abundance of this fuel, and the discovery of Dr. DAVY thus promises a new source of wealth for, at least, many years to come. We understand that the largest piece of pure native copper is that taken from the Kapunda Mine (Mr. Bagot's). It is 9 lbs. 4 oz. weight. The manufacture as well as the smelting of lead is likely to be prosecuted with success in this colony. The pig-lead produced by Mr. CARLETON is in a highly merchantable form, and will, doubtless, soon be added to our list of exports, through the agency of Messrs. YOUNGHUSBAND & Co. The sheet lead, manufactured from colonial mineral by Mr. DYER, of Kensington, for A. L. ELDER, Esq., is remarkably well put out of hand; and we hear that the making of what is called milled lead will shortly be commenced. Such operations cannot fail to be attended with the best results. Mr. PYBUS continues to use the colonial copper, with perfect success, in the composition of his bell metal; and not only do his orders for sheep and cattle bells keep pace with the pastoral increase of the colony, but the orders received by him for common bells, for domestic and other uses, are also rapidly on the increase. The Burra Burra Mines are still preserving their high character; some gentlemen, who had paid a visit to the great mine, had returned to town, bringing with them a number of very interesting specimens, and most encouraging reports of the progress of the work. The last blast before they came away brought up some large pieces of native copper. There is also a crystallised formation nearly pure white. It is a most beautiful and most singular production of nature. We may add, that 300 tons of copper ore have been represented as lying at the mine ready for sending away, and large masses of ore "in sight," equal to the production of 3000 tons, or more, at a low estimate—many of the blocks being 6 ft. thick. A large block of five tons will probably be shipped entire to England, as a present to one of the national societies; 15 of the 40 miners employed have raised 500 tons within seven weeks. Taking the visible quantities for granted, and the lowest estimated value of any of the ores at the mine as an average one, they will be found to produce the astounding aggregate of 68,800 lbs. The mine continues as marvellously productive as ever, and the mining captain gains golden opinions by the excellent system he adopts.

Reports of new "discoveries" are springing up almost daily, and quite a sensation had been caused, just previous to the last accounts leaving, through the report, that a discovery of a valuable mine in the vicinity of Gawler Town had taken place, and all these real and reported discoveries of wealth have naturally turned the attention of the owners to good roads, for the transport of so heavy a material as copper and other ores. A new and highly favourable line of road is likely to be adopted for their conveyance, from the intended mines of the Mount Barker special survey to the port. The line indicated is from Balhannah, through that part of the mountain ranges called "the New Tiers," and by Mr. STUART's old station, and Captain Durr's property. By this route, it is said, there will be a saving of eight miles. The amounts obtained on Government land sales are increasing, and such is the increased value of land in Hindley-street, that for an unoccupied portion, 25s. per foot of frontage has been offered and refused. The directors of the Bank of Australasia are understood to have made this offer, and the price is 30s. per foot.

We have neither leisure nor space, this week, to enter into a general consideration of the report submitted, but not adopted, at the meeting of the Devon and Cornwall Railway Company, held at the London Tavern, on the 30th ult. There are in that document several prominent particulars, deserving the grave consideration of the shareholders; and when we say this, we must not be considered as breathing the particle of a doubt, as to the high respectability of the promoters of the undertaking generally; but at the same time, we think it would be a very long breath indeed, in which we could utter all that we could justly say, as to the competency of such persons, to conduct a measure of the breadth and importance of that of which they have now nearly consummated the ruin. The report says in substance, in one of its specious passages, that the provisional committee could not know beforehand the errors and omissions which would be instantly fatal to their line on its presentation to the Committee of Standing Orders. We hope they do not themselves believe the statement; because, if true, it is symptomatic of such an anarchical condition of things, as must by natural process have eventuated in the defeat that has actually fallen on the company. It is surely a new order of business, wherein the masters have become the ignorant servants, and the ignorant servants the governing masters. The chairman and his suite, say they, did not apprehend the dilemma—did not dream of the discredit into which an accumulation of errors, on the part of their officers, was leading them; they were, in fact, taken blindfolded to Parliament—this is their statement. Impossible! for in this Journal they were told months ago, that there were ascertained errors and omissions—that they had, in fact, dropped a document so essential to their footing on the floor of the committee room, that unless they could revise and amend their returns, their scheme was at an end. They had in these columns a clear and premonitory intimation, that this would be the sum of their proceeding. Their smitery was far too feeble to weld into homogeneity the stiff and dislocated materials of their line. Our admonition was wholly disregarded; and when the case came to a hearing, the committee, with the first wafture of its hand, cleared away the network of errors, as quickly and as off-handedly as a housemaid brushes a cobweb from the parlour ceiling. The public has been hurt—grievously hurt—by this slovenly mismanagement of a public business. The legalisation of a Central line was earnestly hoped for, and is still ardently coveted. We are sure we speak the mind of a great majority of those locally interested, when we say that a Central line, going down from Exeter to the Land's End—keeping its high meridian course, and throwing out right and left, as it went on, tributary lines to the ports, or other important homesteads of the population—is such a line as the district wants—such a line as the country asked for—and such a line as it would be now on the point of receiving, but for the enormous laches of those to whom it had committed its interests. Returning again to the text of the report, the person intrusted with putting their defence into form, writes—"This failure (of the bill), which the provisional committee deeply regret, is not, however, attributable to any want of exertion on their part, or on the part of those employed under them; but from the extreme difficulty, amounting almost to impossibility, of complying with all the technical requisites of the Standing Orders in regard to engineering details, in a scheme of such magnitude, and brought forward at so late a period." "Painful alternative"—"melancholy announcement"—that, do what they would, there must be a failure. The resuscitated policy of FABRIS they had adopted—that is, neither wholly to fight, nor wholly to let it alone; but they could not gather his fruits. Their exertions were spasmodic—their repose was stupor; they knew nothing of a westerly inactivity, and hence they have returned with neither corn nor money in their sacks.

For what reason was it, that neither the committee nor its servants could know the manifold and serious defects of the line, on whose account they were freely spending tens of thousands? they will give us no reason, nor can they; for it is apparent, from the nature of the thing, that both the committee and their subordinates must have known the maimed and mutilated character of their returns, before ever they passed within the threshold of Parliament. 'Tis not a case simply of non-compliance, but of wide, if not of wilful, departure from common accuracy in the preparation of their returns. Miles were dropped out of their account—estimates that reach almost from horizon to horizon were missing—and yet, with a cool assurance, which is very remarkable, it is said, they knew nothing about it, till

Lord RANESDALE, or some other member of the committee, pointed it out to them. The report draws largely on the credulity of its readers, when it labours to persuade them, that the extreme technicality of the Standing Orders, presented an insuperable obstacle to success. Other lines of greater extent and complexity, have passed the difficult ordeal; and, as a rule, when it is apparent that a line has been got up with reasonable care—and yet its compliance with the orders is, in some sense, incomplete—the committee recommend that, in such a case, the Standing Orders be suspended; but when the committee had purged this line of its informality and non-compliance, there seemed next to nothing left, and the noble chairman had no course open to him but to fold up the papers, and pass them to the solicitor, laconically indorsing them, "dismissed." There is, therefore, but a shadow of truth, in saying, that this line failed for non-compliance; it failed, rather, because of its wide and palpable departure from almost every Parliamentary condition on which it could succeed—they not only did not sail in the wind's eye, which, as nearly as possible, they ought to have done, but they so erroneously laid the ship's course, that she never could, except by a miracle, have reached the true port.

In justice to the provisional committee, and to the gentlemen who acted under them, we cannot believe them to be either such bad steersmen, or such railway sleepers. Entertaining and expressing a strong opinion of the mismanagement which has happened to this line, it must not, by any obliquity of construction, be affirmed that we are hostile to the line itself: far otherwise—for we repeat the declaration made on a former occasion, that we consider its present failure a public calamity; and we believe that result not to have arisen out of any vice necessarily bound up with the line, but from the incompetency or negligence (or, perhaps, both fused into one ruinous element) of its promoters. So good, indeed, do we consider the original project, that we are happy to see the general inclination of the shareholders to place it on its legs again; and we hope, at its third effort, it will be able to persevere in, and to accomplish, its triumphant march through Parliament. There are other parts of the report, besides the recommendation of continuing the contest for this line, with which we concur. We concur in that recommendation, because we think that, far beyond all comparison with the line to Plymouth, it will add vastly to the social convenience and commercial prosperity of the district destined to receive it. Our approval of the line is, of course, in every sense, distinguishable from any approval of that left-handed management, by which its realisation has been overshadowed with doubt, or thrown forward to a distance; nor could we allow the statement to go forth to the public, that either of these evils was inevitable, without sending after it a word of contradiction and exposure.

A meeting of the proprietors of the National Loan Fund Life Assurance Society was held during the past week, when a report was presented, which must have been highly gratifying to those present, as well as the absent shareholders and assurers. It appears, that the number of policies now amount to 3550. The pecuniary affairs of the company are displayed in the report, to which we refer, as also the able statement submitted by the chairman, on which we feel it is unnecessary to offer any remark, beyond the gratification we feel, that establishments of this character, so calculated to prove beneficial to the community at large, more especially the industrious classes, should thus hold out so much encouragement.

We perceive that our worthy Paris contemporary, the *Moniteur Industriel*, of the 7th inst., is not very well pleased at the opinions we have repeatedly expressed, with respect to the production of iron in France. We have always asserted, and still maintain, that if a greater encouragement is not given, than at present, by Government, and influential parties, to work the iron ores of France, the iron and forgemasters, who are generally of limited circumstances, cannot meet the rapid progress making for cast and wrought metal for railways, shipbuilding, and machinery. It is true, that by the official returns, the returns of cast metal show an increase annually, from 1819 to 1843, of from 1,125,000 cwts., or metrical quintals, to 4,226,216 cwts.; that wrought or forged iron has increased, in the same period, from 742,000 to 3,984,450 cwts., of which 1,833,953 cwts. was large or bar iron. The returns of 1844 and 1845 have not yet been published by the Government,—but there, doubtless, has been a considerable increase on the former years. Admitting all this, we are aware of the difficulties the mining industry of France is labouring under, not only in consequence of the high price of fuel—and which, in many instances, is hardly obtainable—but also the exorbitant expenses they have to incur, both for land and water conveyance, and to and from the mines, of their produce, and the requisite means of properly working the ores. We know as well as our contemporary, that some very rich iron mines exist in France; but it is the difficulty of working them to advantage, which will render it impossible for her to compete with our Staffordshire and Scotch ironmasters, who have plenty of ore and coal, with every facility for transporting it to the best markets, at a low transit, compared with the railway charges on the continent. With respect to the quality of the French iron, compared with British, we need not make any comment; as the superiority of the latter is too well known and appreciated in every country, to require a remark. In conclusion, we must say, that unless either the French Government gives more encouragement than it does at present to mining operations, so as to have a greater supply and a better quality of iron than now produced by the forgemasters in the different departments, it will not be able to carry out the grand project of the Minister of Marine and Commerce, in the building of iron ships, whether for the State or the commercial service, without admitting English iron at a moderate duty,—as the cast and sheet metal of France will not bear a test with ours.

#### DEVONSHIRE GREAT CONSOLS MINES.

From the circumstantial report of Mr. Hitchins, on the working of these mines, as noticed by the chairman at the meeting—a report of which we gave in our last Number—we are enabled to give some interesting details of the workings of these extraordinary mines. It appears that the total number of drivings and explorations have been 520 fms. 10 in., at a cost of 1776l. 13s. 2d., or an average price per fathom of 3l. 8s. 4d.; shafts sunk, 157 fms. 5 ft. 10 in., at a cost of 1379l. 19s. 11d.—average per fathom, 8l. 14s. 9d.; winzes sunk and risen, 48 fms. 4 ft. 8 in., at a cost of 1447l. 7s. 3d.—average per fm., 2l. 19s. 6d. The number of men employed underground, on tutwork and tribute, for the past 12 months, appears to have been on a proper relative scale, with a due regard to the regular and legitimate working, and taking away of the ore ground laid open; they are as follows:—tutworkmen, average monthly number, 93; tributaries, ditto, 26—this is a fair average number, not only for carrying out the company's operations on a most effective scale, but there appears a full proportionate force of tutwork for discovering and laying open increased resources, and establishes the fact, that the ore ground discovered and laid open has not been in any way unfairly brought into operation. The average monthly earnings of these men have been—tutworkmen, 3l. 0s. 3d.; tributaries, 3l. 18s. 2d. The money returns, amount of ore sold, &c., we gave in last week's Number. The ore ground now in sight is estimated as follows:—Wheal Maria, 284,580l.; Wheal Fanny, 42,432l.—total, 327,012l.; and, on getting down to a 50 fm. level, which it is expected will be the case in another month, as there is not a shadow of a doubt but that the extraordinary rich ground will continue, the additional stock of ore ground, for future samplings, will be equal to 150,000l., or, in round numbers, together, 500,000l. sterling. In Wheal Fanny there is every certainty of equally great and lasting profits being realised therefrom, as, from Wheal Maria, and in Wheal Fanny, where they have cut the lode, at the 30 fm. level, it is composed of the finest gossan to be seen; and, throughout the whole 10 fms. already explored, it is of an average width of 12 ft., and many exceedingly rich stones of copper ore have been already broken from it. With respect to Wheals Anna, Maria, Jack Thomas, and Fremator, they give, as far as opened on, the same indications of extraordinary richness—together constituting the strongest ground for securely calculating on the future prosperity of the company, and presenting one of the finest mining properties in the world.

**THE COLLIERIES STRIKE.**—We learn that the colliers, who have been for some time on strike in the neighbourhood of Wednesbury, resumed work yesterday—the masters having agreed to give the same wages which they received before the turn-out. It must be remembered, that the men struck to resist a threatened reduction.

**IRON, HARDWARE, AND METAL TRADES' PENSION SOCIETY.**—The annual meeting of this institution, formed for granting pensions to decayed members of the above trades, took place at the London Tavern last night (Friday), T. B. Simpson, Esq., in the chair. The report congratulated the members on the progressive success of their society, from its establishment three years' since. The receipts, which last year amounted to 1885l., were now above 1700l.; and there was every hope that the original object of the society would be accomplished, by the election of the first two pensioners in September next.

**MAGISTRATE FOR THE MINING DISTRICT.**—We are authorised to state that Mr. Serjeant Allen is not, nor has any intention of becoming, a candidate for the situation of stipendiary magistrate for the mining district of Staffordshire.—*Wolverhampton Chronicle.*

**ANTWERP STRAM NAVIGATION COMPANY.**—Sixty-five shares in this company have been sold, by Messrs. Driver, at the Auction Mart, at 49l. each.

**PRICE OF IRON IN FRANCE.**—The last advice from St. Dizier announce that the iron trade in general is very dull. A few sales have, however, been effected. Of wrought iron, made by coal, 2000 lbs. were sold at the rate of 15l. 5s., delivered at St. Dizier. The province has made some sales at 15l. 12s. 6d.; but there is generally a flatness prevailing in the market, as railway contractors are anxiously looking forward to the proposed Government measure, for the admission of foreign iron at a reduced duty,—and, consequently, will not enter into extensive purchases. This causes a depression in the iron mining districts, as the iron and forgemasters have not more than one-half of their furnaces in full blast, as the supply of iron on hand is quite sufficient at present to meet the demands.

**PRICE OF ZINC AND LEAD ON THE CONTINENT.**—We have, on several occasions, noticed the progress making in the production of zinc and lead in Belgium and Prussia. Zinc is now becoming generally in use not only on the continent, but in this country, and even in every part of the globe, as it can be adapted to so many purposes, where other metals would be too expensive, or not ductile enough. The following is an official return of the various zinc mines, at present in operation:—*Vieille Montagne.*—This company is established for 18 years, with the power of renewal. The capital of the company was at first 201,600l., which has, however, been increased recently by 156,886l., for the purpose of a reserve fund. The number of shares is 5040, at 40l. each; present interest, 5 per cent.—and dividends, according to profits; average price in market, 256l. per share. *Nouvelle Montagne.*—This company has a lease for 20 years, with power of indefinite extension. The capital is 120,000l., in 3000 40l. shares,—bearing interest of 5 per cent., and dividend according to the rate of profits. *Stolberg Zinc Mines.*—Granted for 25 years, with indefinite power to extend the lease; amount of capital, 300,000l., in 10,000 shares, at 30l. each, bearing 5 per cent. interest, and profits divided; average price in the market, 52l. The working of the zinc mines, of which the above companies have obtained unlimited concessions, has caused a new era in metallurgic produce and industry in Belgium and Germany, which is highly lucrative to the shareholders,—but will be more so in a few years hence, as the demand is rapidly increasing, and the works of all of them are being extended on a large scale, by the erecting of extensive furnaces and other buildings.

**MINING IN FRANCE.**—Several of our late Numbers have contained highly interesting articles on the progress of mining industry in France, and have afforded, as we think, to our readers a clearer view than has been previously published of what our neighbours are doing in this respect. We are now enabled to state, that a company is in progress of formation, under the patronage of men of first-rate character in Paris and London, and with a capital, commensurate with the object in view, for working the silver-lead Mines of Pontgibaud, in the department of Pay-de-dome, or district of Auvergne, in Central France—a district which seems likely to become as celebrated for its mineral wealth as it is for the beauty of its scenery. The concessions, or sets, granted to the company, which contain the mines proposed to be worked, extend over a surface of about 20,000 English acres—the length upon the veins being about 11 miles, and they are traversed by royal or departmental roads. The veins are very numerous, and 20 or 25 merit especial attention: upon some of them mines have already been opened, a considerable quantity of rich silver-lead ore raised, and much more discovered. It has been proved, that the ores from this district are very rich in silver, yielding 130 ozs. to the ton of lead. The ores are very easy of reduction, and the neighbourhood affords every facility in the shape of water-power, fuel, labour, and other requisites, for conducting the mines and smelting works on an economical and extensive scale. The grants are in perpetuity, subject to merely a nominal royalty for the first five years, and afterwards to 5 per cent. only of the net profits. The company is to be formed on the basis of a *Société Anonyme*, which limits the responsibility of the shareholder to the amount of his share. A large portion of the shares will be held in France; but a limited number is to be apportioned to English shareholders, as the company intend to avail themselves of the advice and services of a gentleman of known talent and experience in mining affairs in England. Much as we desire the application of capital to the development of our own mineral wealth, we cannot but view with interest the progress of Mining Industry in France; and we see in it a means of improving and consolidating the friendly and social relations, which now, happily, subsist between the two countries.—We shall not fail to lay before our readers any further information we may be able to obtain, respecting the Pontgibaud Mining Company.

**MINES OF CHIANTLA, IN GUATEMALA.**—We translate the following notice of these mines from the *Gazeta Oficial*, of Guatemala:—"We have seen the prospectus issued in London, by the association formed for working the rich mines of Chiantla. Certainly there is not much time required, neither is the expenditure of enormous sums necessary before beginning, to realise the produce of the mineral veins of Chiantla, because their abundance, and the facility with which they may be worked, will soon show the difference there is between wet and exhausted mines, as those of Mexico, and those which are, as it were, but just discovered, and presenting, even at the surface, an appearance of surprising magnitude and abundance, in which the skill and capital required in the working may be employed with profit. The abundance in which lead is met with in the immense mountain range of Chiantla is evident from the facility with which, without the resources of art, it is extracted from the mine pits, and the considerable quantity of silver, mixed with the lead, is shown by different assays which have been made. Thus, then, the expectations of a prosperous result in this undertaking, if not certain, are, at least, founded on very reasonable data; so that the prospectus published by the association, will not be falsified by the want of richness of the ground they have to work. Chiantla and Güegüetango—two towns, distant a league and a half from each other—are situated in 15½° of north latitude, and 94½° west longitude (meridian of Paris). The temperature is mild, and almost that of perpetual spring; the inhabitants are laborious and peaceable. At about two leagues from these towns, is the great Cordillera, which (they tell us) is a prolongation of the Andes, and in which the mines of Sombrerete and others were found, so celebrated in Mexico for enormous riches, and in it, and for a long distance, the veins extend to the number of 700—forming great crosses, as may be seen on the surface. It is said that, about the time of the Conquest, there were some workings hereabouts, which yielded nearly virgin silver, and that they were abandoned before they were half explored. From what is known of these rich veins, there is no reason to suppose this an exaggeration. These districts have not been as yet even explored; and we know what those veins have produced in Mexico, which have presented the same indications, and, doubtless, without the same advantages; inasmuch, as the Sierra of Chiantla, besides a salubrious climate, offers an abundance of labour, and of food, and all very cheap."

**PROGRESS OF ELECTRO-MAGNETISM.**—This extraordinary principle, the development of which has been the result of the scientific research of (we may almost say) the last few years, is daily receiving new impulses and powers, from the practical experiments and investigations of a few who appear to devote their energies to the subject. Mr. C. Page, M.D., of Columbian College, Washington, has discovered a new system of electro-magnetism, which, by way of distinction, he has denominated "axial reciprocating." By the arrangements made, a bar of soft iron and steel, which becomes instantly and powerfully magnetised, is sustained entirely free from any visible support,—and this, too, by the action of only six small Grove's batteries, in good action. This is almost a realisation of the fable of Mahomet's coffin, or the statue of Theamides. Six pairs of Grove's batteries, in good action, will cause the helix to draw up within its centre a bar of iron, or steel, weighing 2 or 3 lbs., and sustain it with its upper end projecting above the helix. A variety of very pleasing experiments may be made with things thus arranged. If the battery circuit be broken rapidly, the bar will not drop, but exhibit a rapid vibratory or dancing movement. If it be slightly diminished, without actual interruption, the bar will sink, and rise again on the power being restored; and upon this alternate motion, he found the principle of an electro-motion engine. If a string be attached to a bar, and the circuit broken by drawing the wire across a rasp or file, the sensation to a person holding the string is precisely similar to that of an angler, when the fish seizes his hook. Innumerable modifications of the principle may be made, both for recreation and more important purposes. An electro-motive machine, which he calls the *axial reciprocating engine*, is constructed with extreme simplicity, by connecting the bars with a crank axle and fly-wheel in the usual manner, the power, of course, depending on the number of helical cylinders and bars which may be ranged side by side, and connected by cross bars; and the strength of the batteries employed. A new galvanometer, which he also terms "axial," is also constructed on the same principle,—and which will, doubtless, be extended to numerous other improvements in this most abstruse and important science.



## PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

Frenchmen generally are remarkably timid in mercantile matters, but sometimes they embark in speculations of the wildest character. A few years ago, for example, a company was formed, with a capital of several thousand francs, to obtain gold and silver ore from the immediate vicinity of the mines of Chili and Peru, which ore was stated by the master of a merchant vessel to be neglected by the owners of the mines. Men were engaged at large salaries to obtain the ore, and send it to France; but the speculation did not answer, and all the capital was lost. Yesterday, an agent of the company cited the only two shareholders now living before the courts of law, to pay him a sum, which he alleged to be due for his services. The tribunal allowed him 12,000 fr.

More new mining and forge companies have been established during the week. One of the most important takes the name of Compagnie du Bassin de l'Aveyron, and proposes to work the forges, foundries, and coal mines in that district. The capital is fixed at 4,000,000 fr., and is to be divided into 8000 shares.

In St. Etienne, and the neighbourhood, great excitement continues to exist against the amalgamated coal companies, but no steps have yet been taken to effect their reformation. The mines in the hands of the company are those of Rive de Gier and those of St. Etienne—a distance of from 20 to 25 kilometres from each other. They are 22,143 hectares in extent, and are pretty nearly triangular in form. They were originally divided into 69 concessions, but were swallowed up one by one by greater companies, and eventually fell into the hands of the present gigantic one.

The miners who took the most active part in the late strike of St. Etienne have been brought to trial. Many of them were acquitted, but the ring-leaders were sentenced to short periods of imprisonment. Order at present exists in the pits at Rive de Gier and St. Etienne. The men, however, are discontented—having returned to work from sheer necessity, not choice. The miners of Anzin, near Valenciennes, are represented to be in a very melancholy condition, owing to the scantiness of their pay. The best paid among them have only 2 fr. for 12 hours' labour. Others get only from 12 to 15 fr. for a fortnight's labour, of 12 hours per diem. Even this insufficient remuneration is frequently lessened by the infliction of fines, as a punishment for trivial offences, or neglect. The men who unload the coal at the mouth of the pits have lately been compelled to unload nine hectolitres of coal instead of seven, whereby they are only able to gain 36 sous for 15 or 16 hours' labour, or 44 sous for 18 hours. The wretched pay of all these poor men condemns them to very bad living. Vegetables, especially potatoes, are their constant food, and a piece of meat can only be seen on their tables on the great festive days, such as Easter, Christmas, &c. For drink they have water, or, at best, a sort of coloured liquor, which is by compulsion called beer. Such is the effect of their severe toil that only 1 in 10, on an average, is fit for military service. Your readers will perceive, then, that the miners of England have no reason to envy the lot of their brethren in France.

From a report, published by the *Journal des Chemins de Fer*, it appears that the Company of the Mines de la Grande Comte and the Railway du Gard, is very prosperous. In 1841, its net profits were 620,000 fr.; in 1842, 750,699 fr.; 1843, 1,016,599 fr.; 1844, 1,485,562 fr.; and 1845, 1,292,566 fr. In 1841, its gross receipts, from the sale of coal, were 781,138 fr.; 1842, 871,830 fr.; 1843, 1,215,439 fr.; 1844, 1,400,528 fr.; and 1845, 1,549,367 fr.

The Chamber of Deputies has acted very strangely with regard to the railway from St. Dizier to Gray, so necessary for the iron establishments of the Haute Marne. The Government had simply demanded credits for the commencement of the works, proposing to concede the line to a company at a subsequent period. The Chamber voted that the Minister of Public Works should concede it at once to a company for not more than 99 years, without any subvention either in money or works. The next day an addition was made to the law, to the effect that, if the Minister should be unable, within four months, to find a company willing to take the railway, credits to the amount of 5,000,000 fr. should be accorded from the commencement of the works. The question may be considered as settled, for it is not likely that the Chamber of Peers will make any alteration in the *projet de loi*, as sent up by the Deputies. So the Haute Marne ironmasters will have their railway, and with it will get their coal cheaper. They can, consequently, fabricate their iron at less cost; but whether they will be disposed to make any reduction in the price in favour of the public, may be doubted. Ironmasters in France promise anything when they desire to attain an object; but no body of men are more remarkable for flagrant breaches of their promises, when the object is attained. Witness the solemn assertions they made 10 years ago, that if the prohibitory duties on the importation of iron were only continued for five years, they would consent to their abolition, and contrast them with the virulent opposition they now make to the slightest modification being conceded in the monstrous tariffs.

The staff of officers appointed to superintend the public works and mines in Algiers, have just taken their departure. We may expect that, among other things, they will devote even more minute attention than has yet been shown, to the exploration of the colony in every direction, with the view of bringing to light its mineral wealth.

A letter from Russia, published in a newspaper, declares that there is so much gold and silver in Siberia, that, if the Russian Government could only obtain a sufficient supply of manual labour, it would be able to obtain such immense quantities of those articles as to cause a very material reduction in the price throughout Europe. The Company of the Forges and Foundries of La Dordogne, pays 33 fr. dividend per share.

In November last, the Minister of Public Works was desirous of receiving tenders for the supply of 178,000 *cousinets* for the Dijon and Chalons Railway. Very many offers were sent in, but the price demanded was so excessive that all were rejected. He has since sent circulars to all the iron establishments in the kingdom, stating that he will receive fresh tenders on the 24th inst.; he does not state that he is prepared to treat for a higher price than he was disposed to do in November; but no doubt he is—or, if not, his tenders will certainly not be taken, for iron has become rather dearer than cheaper. Large orders have lately been sent to almost all the great ironmasters for iron for railways, and other purposes. Great activity prevails in this branch of industry throughout the whole country, and especially in the Haute Marne. On the 30th of April, the Minister of Marine received contracts for the construction of the hulls of six iron steamers for the National Navy. One of 300-horse power was taken for 892,700 fr.; another of the same size for 344,000 fr.; the third, of 200-horse power, for 288,000 fr.; the fourth, of 200-horse power, for 258,000 fr.; the fifth, of 200-horse power, for 242,000 fr.; the sixth, of 200-horse power, for 219,000 fr. The Lyon and Avignon Railway is advertised for adjudication on the 10th of June. The Orleans and Bordeaux Railway Company held a general meeting yesterday, to receive the directors' reports on the state of affairs.—Paris, May 13.

On Monday last, Mr. Francis Dutton had the honour of an interview with his Royal Highness the Duke of Cambridge, at Cambridge House, when his Royal Highness was pleased to accept of a copy of Mr. Dutton's work on *South Australia and its Mines*, to which we have so favourably alluded. His Royal Highness asked a great many questions relating to this interesting colony, and seemed to take the liveliest interest in its present prosperity.

**ENGLISH STEEL.**—We understand Mr. Boydell, of the Oak Farm Iron-Works, near Dudley, has recently perfected some valuable improvements, whereby he is enabled to manufacture articles of English steel, equal in quality to the finest of foreign production. Mr. Boydell, besides other matters, is now engaged completing an extensive order of swords for the English Government.

**LONDON SEWERS.**—We understand that a company is in course of formation, for the purpose of collecting, by chemical means, the whole contents of the metropolitan sewers, with a view to their application to agricultural purposes. The intention of this company is to work out the patent lately granted to Mr. William Higgs, whose labours as a lecturer in this department of science we have several times had occasion approvingly to notice. His plan seems to embrace several points of importance, two of which deserve particular attention—first, the separation and precipitation of the phosphates, and other valuable matter, chemically combined with the water; and, secondly, the condensing and solidifying the noxious effluvia, which, under ordinary circumstances, would contaminate the atmosphere. We cordially recommend the plan, not only to the capitalist, to whom it promises an ample return, but to the enlightened philanthropist, who is anxious to improve the conditions necessary to health in towns.

## Original Correspondence.

## THE IRON TRADE.

SIR,—The market having receded to an extreme point of depression, has, within the past 10 days, assumed an improved appearance, and better prices are obtainable, particularly for Scotch pig-iron. Further improvement is expected after the Corn Bill is through the Lords, and the separation of the eligible from the abortive railway projects is completed by the order they are now undergoing. The Corn Bill is now considered to be safe to pass through the Lords, and may be in operation by about the first week in June; and, during that or the following month, the eligible railways will be before the public in a better position to claim the confidence of the present subscribers, or parties having money to invest in these securities. In the meantime, by what daily transpires, it is evident the incorporated companies will undertake an important extent of railway. At the meeting of the Midland Company, 15 branches and lines that could not be worked advantageously as independent undertakings, were agreed to be constructed, and the majority to carry out the South Midland was almost unanimous. Last week the London and Birmingham procured the assent of the proprietors to 20 of the new bills, 16 of which are branches and extensions, more or less considerable.

These facts, and the certainty that the railway accommodation necessary in the United Kingdom, will be made, and much of the required capital will come from moneys now less profitably invested, are, to a certain extent, conclusive evidence of the great increase in the demand for iron.

With respect to price, Mr. Hudson mentioned the rails of the Midland Company cost 11l. 10s. to 12l. per ton. To this point the market may be expected in a short time to rally. As rails advance, Welsh pig will also be higher, and Scotch pig likely to be further influenced by the increased foreign demand.—MERCATOR: May 14.

## AMERICAN MINING—RICHEST MINERAL DISTRICT IN THE WORLD.

SIR,—I was much amused with "G. B.'s" reply to my notice of Mr. Rubio's rambles through certain lead districts in the United States, and which appeared in your Journal of the 2d inst., headed in the usual bombastic style of that country—"Mining in America—richest mineral district in the world." It is not my intention, on the present occasion, to make any lengthened remarks upon this reply; for it is evident, that "G. B." had not seen my last letter to you, dated Feb. 14, 1846, in answer to his communication, published in your Journal, Jan. 31—in *juxta-position*, by-the-by, with my observations upon Mr. Rubio's astounding statements, relative to American mining operations. A view of playful irony, at my expense, pervades the first paragraph in "G. B.'s" last effusion. He doubts my ever having been out of the sound of Bow bells—thus branding me a Cockney of the first water. I guess that I have been as far removed from the sound of Bow bells, within the last 30 years, as "G. B." has been from New York; and I will further remark, that having been, during this period, so closely and practically connected with British mining, have, perhaps, gained the necessary amount of experience and information to enable me to compete with the self-satisfied and talented American on such subjects as mining. I am, in conjunction with others, a lessee of lead mines, which are under the management of an old and experienced practical miner—himself a lessee of the said mines for now upwards of half a century. I pass over unnoticed the remainder of the sentence about Bow bells. The chuckling sneer about my having given the product of lead, raised in England and Spain in 1844, as 21,000 tons, are explained and disposed of in my letter of 14th Feb. In my notice of Mr. Rubio's statements, Jan. 31, there was a serious omission, or blunder, as you like. I therein stated the produce of England in 1845 as 15,000 to 16,000 tons; Spain, 4000 to 5000; and America, from 13,000 to 14,000. I omitted to add, that in the cases of England and Spain, these figures denoted the exports, not the total produce for the year, of the two countries. The official return of the exports of British lead, for year ending Jan. 5, 1845, gave a total of 15,664 tons; and as we export rather more than one-third annually, the annual produce of England may be estimated at 45,000 tons, and not as I (by the unfortunate omission of the word export) led your readers to conclude, that it only amounted to some 16,000 tons, but I have sufficiently corrected myself on this head in my statement of February. The joint product of England and Spain being put down at 21,000 tons for 1844, ought to have struck any one not influenced by national antipathies, and acquainted with the subject, as an egregious mistake. The produce of America in 1845, given "from statistics fully to be relied on," is stated at 72,000,000 lbs., or 32,000 tons. This quantity, so much trumpeted, is far short of the produce of this country in the same year. No matter, if the contrary; for America will never be an exporting country. The home consumption will always equal the produce, owing to increase of population: so we have nothing to dread from them on this head. Pig lead, it is reported, is now selling in New York at 22l. per ton. This is a much higher price than can be obtained for English. The official document, published by the House of Representatives, affirms this fact, by confining its hopes of prosperity to becoming "independent of all foreign supplies, whether of lead, copper, zinc, or cobalt." J. W. Pimlico, May 14.

## ACCIDENT ON THE BRANDLING JUNCTION RAILWAY.

SIR,—At the time of the accident on the Brandling Junction Railway, the general report was, that the train being behind the proper time, the engine driver was obliged to proceed at a quicker pace than usually observed, while traversing the curve where the accident occurred, near to Shields, as well as on other parts of the line. This is a point which I think should be strictly inquired into, as to whether the accident is to be attributed to this or any other cause; and, in such case, I think it behoves the directors and engineers to remedy the defect which has been attended with the loss of life—not to advert to this being the second accident which has occurred at the same point—and which I believe is, and can be, readily explained by those who will take the trouble of ascertaining the cause, and, moreover, of giving to it publicity, and, if not applying a remedy, at least direct attention to the matter. To me it is, I must say, very apparent; the line at this point forms a curvature, which must be considered at all times attendant with danger, while—as from Capt. Coddington's report, laid on the table of the House of Lords—it would appear, that the company have given express orders that, at this particular point, no train shall go at a greater speed than 10 miles an hour—thus clearly proving, by the caution given, that danger is to be apprehended from any increased velocity beyond that rate.

It is hardly necessary for me to observe that, with railway transit, the pace of 10 miles an hour at once demonstrates that the curve is dangerous; and thus the question would naturally arise, might not such have been avoided, either by taking a direct line—which, I believe, might have been secured—or by tunnels or embankments, or even an increased length of line, by forming a larger segment of the circle? These are points, however, on which I do not feel myself qualified to offer an opinion, and, therefore, it is sufficient for me to express my surprise that Capt. Coddington should have passed them unnoticed. The insinuation, that some obstruction had been placed on the rail, is by no means borne out by the evidence at the coroner's inquest, as it would from such appear, that those whose duty it was to ascertain that the line was clear, and that no obstruction presented itself, gave the most direct evidence that all was right. In such case, I would then ask, to what cause are we to attribute the accident? The engine is said to have been perfect, the line of road clear, the speed not exceeding 10 miles an hour, and yet we find that a precipice, which the wall formed, is surmounted or beat down, the engine is thrown off the rail, it passes over, or, rather, finds its level in passing over the roof of a cottage, and a woman is killed—a coroner's inquest is held—a railway inquiry instituted—Capt. Coddington makes his report—Gen. Pasley hands it in—and the result is, that no one is to blame; no cause existed, and yet we have the melancholy fact of the death of a fellow creature. It is to be lamented, that with the millions expended on Parliamentary inquiries such matters should be allowed to pass unnoticed. The question is, might this accident have been avoided? I contend it could, by the adoption of one of two courses—the line being rendered more direct, or embracing a larger extent of circle; by embankments or cuttings, or the adaptation of a principle affecting curves, which, I believe, might have been done; or, if the one or other be impracticable, then I consider the line should never have been constructed.—A FREQUENT TRAVELLER BY RAIL: May 15.

**TURQUOIS IN SILESIA.**—A new locality of this mineral near Domsdorf, in Silesia, is announced by E. F. Glocker. The colour is in part a light apple green, and part between apple and grass green. It occurs in incrustations of small accretionary cylindrical stems.

**THE MANUFACTURE OF STEEL IN FRANCE.**—We have, in several former Numbers, adverted to the progress of the manufacture of steel in France, and for which purpose Messrs. Jackson, of Assailly, near St. Etienne (Loire), have one of the greatest concerns in that country. It is composed of two principal establishments—the one being situated at Assailly, near Rive-de-Gier, and the other at Bérardière, near St. Etienne. The first one comprises seven large ovens of cementation, 38 double ovens for the fusion of steel, 23 coke ovens or furnaces, flattening mills, steam hammers, &c.; they produce, on an average, annually 1,800,000 lbs. of cast steel, 1,000,000 lbs. of steel for springs, 200,000 lbs. of polished or curried steel, and 60,000 lbs. of various descriptions—making a grand total of 3,060,000 lbs., of the value of 80,000l. These gentlemen have devoted their particular attention for many years to the improvement of steel, and produce annually a very large quantity of various descriptions, and at a moderate rate. Since 1839, they have specially devoted themselves to the manufacturing of scythes in cast steel. This article had, hitherto, been made with cemented steel, because cast steel was found too hard and too expensive to be worked to advantage. Messrs. Jackson have, however, succeeded in giving it all the requisite elasticity for the making of scythes, and at low price. This establishment is the largest English concern in France, and enjoys the highest reputation for the improvements they have so successfully made in this important branch of industry. M. Baudry, of Athis-Mons (Seine and Oise), manufactures cemented steel; he employs the iron of Sweden and Siberia, which he improves by submitting it to a process before the cementation. This operation naturally increases the price; but, at the same time, it vastly improves the quality of the steel, which is much sought after. This factory is composed of a press and a flattening mill, puddling furnace, two drawing machines by cylinders, two puddling ovens, three reheating ovens, two cementing ovens, and a steam hammer, for the currying of the steel. Its propelling force is by means of an hydraulic wheel, and two steam-engines—the steam of which is produced by the flame of the refusion ovens. The annual production of steel is 400,000 lbs., and 3,600,000 lbs. of iron. M. Dequenne, at St. Helene, near Raveau (Nièvre), fabricates cemented steel with Swedish iron, and that of Nivernais; the quantity produced annually is 320,000 lbs.—value, 10,000l. This steel is advantageously employed in the making of carriage springs, cutlery, &c.; he also has lately commenced the manufacture of files, which has turned out very profitable. M. Ruffe, of Foix (Ariège), produces annually about 640,000 lbs. of iron, and 550,000 lbs. of steel—a great portion of which is made into scythes, to the number of 50,000. M. Lamarque and Co., of St. Paul-de-Jarrat (Ariège), make the noted flattened steel saws for cutting marble, which are in certain lengths, and are in great demand. M. Falatier, at Pont-du-Bois (Upper Saône), has some forges that have been in existence above a century, producing annually 1,200,000 lbs. of iron, 360,000 lbs. of natural steel, 100,000 lbs. of cemented steel for carriage springs—value, 22,000l. Besides the above, there are several other extensive steel factories in which scythes and files are made to great perfection. A number of English mechanists are employed in the different steel manufactories throughout France at high wages, and have been the means of giving instruction to the native workmen in the improvement of steel, and the making of rasps and files. We shall, at a future time, refer again to the subject, as the manufacture of steel, not only in France, but throughout the continent, is attracting the attention of the different Governments.

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## Proceedings of Public Companies.

## MEETINGS DURING THE ENSUING WEEK.

**THIS DAY**.....London, Edinburgh, and Dublin Life Assurance—office, at One. Dublin and Enniskillen Railway—Guildhall Coffee-house, at Twelve. Boston, Stamford, and Birmingham Railway—office, at Two. Great Northern and Manchester Railway—London Tavern, at Two. London and Windsor Railway—Crown and Anchor, at Twelve. South-Eastern Railway—London Terminus, at Twelve. Warwickshire and London Railway—Euston Station, at Twelve. **MONDAY**.....Staffordshire and Shropshire Junction Railway—office, at Twelve. Uverstone, Furness, and Lancaster and Carlisle Railway—Hall of Commerce, at Eleven. Sligo and Shannon Railway—office, at Twelve. **TUESDAY**.....Botolph Claydon Railway—office, at Twelve. Western Life Assurance—office, at Two. Equitable Gas Light Company—office, at One. Shropshire Mineral Railway—London Tavern, at Twelve for One. Birmingham, Lichfield, and Manchester Railway—Fendall's Hotel, Westminster, at Eleven. North Kent Railway—London Tavern, at Twelve. Tenby, Saundersfoot, and South Wales Railway—office, at Two. Amicable Assurance Society—office, at One. Wisbeach, St. Ives, and Cambridge Junction Railway—Sussex Hotel, Boulevard-street, Fleet-street, at half-past One. Jamaica South Midland Junction—London Tavern, at half-past Twelve. **WEDNESDAY**.....Waterford and Kilkenny Railway—London Tavern, at One. British Iron Company—office, at One for Two. Furness Railway—office, at Eleven. Norfolk Railway and Extension—office, at half-past Two. Isle of Man Railway—Hall of Commerce, at Twelve. **THURSDAY**.....Palladium Life Assurance—office, at Twelve. Dublin, Belfast, and Coleraine Railway—office, at One. Omagh, Dungannon, Armagh, and Belfast Junction—office, at Twelve. Commercial Gas Light and Coke Company—London Tavern, at Twelve. Whitehaven and Furness Railway—office, at Twelve for One. Shrewsbury & Herefordshire Rwy.—British Hotel, Cockspur-st., Twelve. Templemore and Nenagh Railway—office, at One. **FRIDAY**.....Pillbox's Atmospheric Railway—London Tavern, at One. **SATURDAY**.....Shropshire Mineral Railway—London Tavern, at Twelve for One. South Yorkshire Coal Railway and Canal Co.—London Tavern, Twelve. Goole and Doncaster Railway—London Tavern, at One. South and Midlands Junction Railway—London Tavern, at One.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

## NATIONAL PROVINCIAL BANK OF ENGLAND.

The annual general meeting of the proprietors of this bank was held at the bank, 112, Bishopsgate-street, City, on Thursday last, the 14th inst. Amongst the directors and proprietors present, we observed the chairman (John Melville, Esq.), Sir David Scott, Sir John Campbell, Sir Alexander Crichton, J. Edridge, Esq. (of Bath), Colonel Brown, Captain Warren, &c., &c., &c.

JOHN MELVILLE, Esq., in the chair.

Mr. ROBERTSON (the manager) having read the advertisement convening the meeting, the CHAIRMAN observed, that he would next read the report; it certainly was but short, but he trusted it would prove not the less satisfactory. The bank business had steadily increased, and the testimonials which they every where received were highly gratifying. The character which they continued to obtain each successive year, materially promoted the advantage of the establishment. Respecting the Bank Act, lately passed, they had no fault to find with it; it might, probably, to a certain extent, injure the private country banks, by causing less circulation, but this establishment would not feel its effects. He then proceeded to read the report, which stated, that the business of the bank during the past year had steadily progressed, with benefit to the community, and conducive to the stability of the institution; at the early part of the year money was abundant, and so continued until the latter period of the year, when railway speculation had attained its height, and the panic took place. No circumstances had, however, turned them away from devoting their means to legitimate banking. From the accounts, it appeared that the profit for the year, ended December, 1844, was 49,678l. 5s. 3d.; ditto, ending 1845, 37,331l. 6s. 9d.—making a total profit of 87,009l. 12s. 2d., from which, deducting 20,541l. 10s., dividend paid in 1845, left a total of undivided profit of 66,468l. 2s. 2d., with 66,891l. 16s. 9d. added to the reserve fund.—The report was then received and adopted.—J. Hinxman, P. Cruickshank, and C. H. Ellis, Esqs., who went out of office as directors, by rotation, were then re-elected.

A PROPRIETOR, who stated himself to have much connection with the west of England, after passing an eulogium on the high character the bank sustained in the western counties stated that, in a conversation he had with a friend, he observed on a circumstance which might do it injury—viz., that in several towns (Bath and Cheltenham, for instance) there were local directors, who, without having anything to do, were paid a salary.—The CHAIRMAN explained, that on the first establishment of the bank, it was considered necessary to have local directors to watch over the interests of the infant branches; as they dropped off, however, they were not replaced; though in the services rendered by the local direction, as well as in the exercise of their local influence in favour of the bank, they received ample return for the trifling remuneration awarded—50l. per annum.—Some conversation ensued on the subject, when a vote of thanks was passed to the chairman and directors for their able and zealous attention to the interests of the bank; and also to Mr. Robertson, the manager, and the branch managers and other officers.—The CHAIRMAN spoke highly of Mr. Robertson, and stated that the gentlemen connected with the bank held him in such esteem, that they had unanimously voted him a splendid testimonial as a mark of their respect.—The meeting then broke up.

## NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.

The annual general meeting of this society was held at the London Tavern, Bishopsgate-street, on Thursday, the 14th instant.

T. LAMIE MURRAY, Esq. (chairman), in the chair.

The CHAIRMAN opened the proceedings, by calling upon the secretary to read the advertisement convening the meeting.—The SECRETARY having read the advertisement, the CHAIRMAN said—Gentlemen, the directors have prepared a report of the proceedings of the society since our last annual meeting, which the secretary will now read.—The SECRETARY then read the following seventh annual report of the directors of the National Loan Fund Life Assurance Society to the proprietors:—

The directors have again the pleasure of meeting the proprietors on the recurrence of the seventh annual general meeting of the society. The influence a remunerative industry has on the provident habits of the general community, has been constantly pointed out by the directors as the true source of that praiseworthy inclination to avail itself of the advantages of life assurance. The financial and industrial character of the past year, especially remarkable for its extreme vicissitudes, has been prejudicial to the progress of life assurance, inasmuch as the sudden adversity which at once prostrates the resources of provident foresight is not more unfavourable to institutions of this kind, than the sudden prosperity which too often is apt to neglect the rules of ordinary prudence. It is, however, highly gratifying to the directors, notwithstanding these discouragements, which have so peculiarly marked the past year, and so largely interfered with the business of life assurance, to be able to state, that the progress of the National Loan Fund Society has been uninterrupted, and its business for the last year even greater than in the three preceding years combined. Not to mention the number of life assurance offices whose institution preceded the National Loan Fund, so many new, though some of them short-lived, competitors, have sprung up since that period, that the field of exertion would appear to be constantly narrowed. There is scarcely to be found a community of sentiment, occasional association, or casual interest, that has not been seized on, and exhausted, either where so much competition exists, must always form a considerable item in any new establishment, however economically conducted, and a question worthy of consideration whether the assured is benefited by the sectional subdivision of his patronage. In the course of the previous year the directors have endeavoured, with care and assiduity, to extend the connections of the society, and they congratulate the proprietors on the result of their efforts, and believe that the foundation of a stable institution, whose extensive range of action and utility will not be without its influence on the policy-holders and the proprietors.

At the date of the last meeting, the number of policies then issued was 2781. These have since augmented to 3550, exhibiting an increase in policies of 769, and of new premiums within the year of 12,691. Since the formation of the society to the end of 1844, the decrease amongst the assured has amounted to 30,008l. 16s. In the last year the claims paid by the society amounted to 57,487l. 18s., making the total sum distributed to the representatives of the assured 35,797l. 14s.—being less than the expected mortality by 11,027l. 6s., and so far may be considered a proof of the care taken in the selection of lives. The directors, in conformity with the deed of settlement, have caused the annual investigation into the affairs of the society to be made by the actuary; and it is now presented, together with the accounts of the auditors, and will be read to the meeting. Following the plan of distribution laid down in the preceding annual division of profits, of taking one-fifth of the reserve fund for immediate distribution to the proprietors and policy-holders of five years' standing, the prosperous position of the society enables the directors, after reserving 30 per cent. of this sum, to divide amongst the policy-holders entitled to this distribution, a reversionary bonus, varying from 35 to 85 per cent. on the premiums; and to the proprietors a bonus of 34 per cent. on the past year, in addition to the regular interest of 5 per cent. already paid to them. The following table, prepared by the actuary, exhibits the amount of the four last annual bonuses, in which the holders of policies of five years' standing have become entitled, with the options of receiving the same in cash, or by addition to their policies, or in reduction of annual premiums:—

## EXAMPLES.

Age	Sum assured.	Annual Premium.	Policy taken out in	Bonus in addition to sum assured.	Bonus in cash.	Permanent reduction of annual premiums.
			1837	£217 15 1	£100 0 11	£16 0 4
			1838	199 3 0	87 1 4	13 10 2
			1839	165 11 10	74 1 8	11 3 1
			1840	116 7 6	54 0 10	7 18 10
			1841	111 6 8	49 10 0	7 10 4

There are now to be elected three directors, in lieu of John Griffith Frith, Esq., Hunter Gordon, Esq., and John Rawson, Esq., whose period of office has expired, but who are eligible to be re-elected, and offer themselves accordingly; and also two auditors, in place of Professor Wheatstone, F.R.S., and Professor Graves, A.M., F.R.S., whose period of office has expired, but who, in like manner, offer themselves for re-election.

Approved by the court of directors, T. LAMIE MURRAY, Chairman.

The report and the audited accounts having been read, the CHAIRMAN rose

and said—Before I move the adoption of the report, if any gentlemen would wish to ask us any questions on the subject of the society, we shall be happy to answer him.—After waiting for a short time, in order to give any gentleman an opportunity of putting questions to the directors—of which, however, no one present seemed disposed to avail himself—

The CHAIRMAN continued—No gentleman seems disposed to put any question. I suppose I may take that as an indication of perfect satisfaction, and a willingness to adopt the report of the directors. The past year has been decidedly a most prosperous one; and, had we been more disposed, we might have taken more credit, and drawn obvious conclusions from the success we have met with. But this is quite unnecessary,—as the public will not be slow in forming a correct judgment; and, therefore, we have contented ourselves with setting forth the facts as they exist. It will be seen, on a reference to the previous report, that the reserve fund had reached 24,000l. In the present year, after deducting the bonus of last year, it has attained the sum of 37,000l., and upwards. It is from this fund, which has been constantly accumulating since the first valuation of the society's business, that the bonus to the policy-holders and shareholders is derived; and, although one-fifth of it becomes divisible every year, yet, as its augmentation is greater than its reduction, the annual division becomes greater and greater in each year. A glance at the successive divisions to the policy-holders will at once prove the justice of these observations. The society commenced its operations in the year 1837, and up to the last valuation, in the month of December last, about eight entire years, the bonus payable on a policy of 1000l., dated in 1837, will be this year 217l. 15s., added to the policy, should it become a claim before the next annual valuation; 100l. 11d. in cash, should the assured prefer to receive it in money, or a reduction in his annual premium of 16l. 4d. A policy of 1000l., taken out only five years ago, in 1841, will be, by the present division, entitled to a bonus of 117l. 6s. 8d. The society has received greater support in the past than in any previous year. Those who are engaged in the business of life assurance know that the past year has not been a favourable one, by reason of those causes to which we have alluded in our report. I attribute this increase in our business to the excellent principles on which we are founded, which seem to afford a greater protection to the assured under the frowns of fortune. If the past year has been prosperous, the present one is promising, the application for policies being even greater since December last than in the corresponding period of last year. (Hear, hear.) I might go further—the subject of life assurance is a wide one—I might easily be led into a long discourse. I do not think that the intelligent meeting I am addressing will require this from me. You will find your interests set forth in the proper place, and I do not think you will be disposed to complain. I may, I think, without hesitation, promise you the continuation of an equal, if not a greater bonus, on your shares in each succeeding year. I will, therefore, conclude by moving the adoption of the report (cheers).

J. W. SCOTT, Esq., seconded the motion, which was carried unanimously.

A resolution was then put and carried, to re-elect the auditors and directors. Mr. W. STUDLEY.—Gentlemen, there is one thing which we ought to do, in justice to the directors and to the chairman, as well as to ourselves; and that is, to move a vote of thanks to them for their efficient services. I am sure there is no gentleman but must feel highly gratified at the report, which has just been adopted; as for myself, I am particularly so, having a large interest in the concern.—A PROPRIETOR said, he would take the honour to himself of seconding a motion so well deserved.—The motion was carried unanimously.

The CHAIRMAN: Gentlemen, on the part of the directors, as well as myself, I beg to return you our most sincere thanks. We certainly had a very serious, as well as anxious, labour in examining upwards of 700 policies, which have been taken out within the last year. Gentlemen were aware of all the necessary inquiries which were consequent upon such an examination; but if their labours were considerable, the progress and the success of the society, and the approbation of the proprietors, were their reward. I beg again, Gentlemen, to return you our sincere thanks.—The meeting then separated.

**NEWCASTLE AND CARLISLE RAILWAY COMPANY.**—The directors of this company having, after mature deliberation, and of course, not without the consent of the majority of the shareholders, decided upon going to Parliament for several branch railways, which it was considered would be highly advantageous to the company, an anonymous correspondent of the *Newcastle Journal*, signing himself "Cantus," is endeavouring to prejudice the minds of the shareholders against the measures, and to prevail upon them not to give their consent to the bill being proceeded with. We do not pretend to reply to all the allegations which he brings forward, and will, therefore, just give an outline of his arguments, from which our readers may judge for themselves. He first observes, that the line to Bellingham and Ridsdale has no chance of paying—that live stock should form an important item in railway returns, and that the large droves of cattle and sheep which pass from Scotland and the borders, to the great fairs, pursue a route too much to the west; and if they wish to go by railway, the cattle were too poor to afford to pay the expense—that the traffic in light goods would be quite inconsiderable, and that the bulk of the traffic will be in heavy goods, the worst paying of all traffic. With regard to the iron and coal in the districts, he endeavours to show that the Hareshaw and Ridsdale Iron-Works have formed an important element in the calculations which have led to the scheme, while the unfortunate history of the works are well known; he states that the first company at Hareshaw lost a large capital, and sold them at a great sacrifice; and that the present, though working at much less expense, are in a not much better position. He acknowledges that the iron trade is at present in a flourishing condition, but very confidently anticipates a reaction in two years. From these, the principal of his arguments, he endeavours to swerve the company from their design—how far they will be led by his view of the subject, is for their own consideration.

**THE DIRECT BOMBAY AND MADRAS RAILWAY.**—Notwithstanding the present dullness of the speculative world, with regard to railways, and the antipathy which exists against touching new schemes; there are many districts unprovided with this mode of communication, which must eventually be so supplied; and these remarks apply particularly to India: the lines which have been projected for this populous and productive country, appear to be quite in abeyance; or, if the necessary steps are being proceeded with, we do not remember one, which, taking a direct course from Madras, will connect the cities and towns of Arcot, Vellore, Bangalore, Sera, Dodaice, Chittledroog, Mysacuda, Anage, Hoobly, Darwar, Taloor, Gohauk, Kolapoor, Satara, Poona, Poonah, Singhar, Callianee, Salsette, and Bombay. This proposed line effects this; securing the interests and traffic of 30 first-rate cities, and 400 to 500 towns, with a population, throughout the district traversed, of 30,000,000 of inhabitants, in the most densely populated part of India, and facilitating the conveyance of cotton, coffee, gums, and medicinals, dyewoods, spices, coal, charcoal, corn, &c. Not only must the proposed line be of immense advantage to the civil community; but, in a political and military point of view, must be of immense importance, as instead of a dangerous voyage of 5400 miles, half round the Peninsula of India, the distance can be performed in as many hours, as the voyage occupies days. The traffic to and from Bombay, at the present time, is estimated at 187,343 tons, chiefly consisting of cotton and salt—forming a mere fraction of the requirements of the natives; and while the present cost to the port, is from 14l. to 20l. a ton, the carriage by rail, at 2d. per ton per mile, would be 4l. 3s. 4d.—a vast difference, and one, which, with the enormous passenger traffic, which must ensue, is certain to produce to the proprietors a return superior to the best paying lines in England. The capital proposed to be raised is 4,500,000l. in 90,000 shares, of 50l. each.

**GREAT MUNSTER RAILWAY COMPANY.**—At a special general meeting held at the offices of Messrs. Dixon and Overbury, Frederick's-place, Old Jewry, on Monday last, in consequence of the application of the above gentlemen to the company to furnish a statement of accounts not having been complied with, it was resolved unanimously, that advertisements be henceforth inserted in the morning papers, urging scripholders to furnish Messrs. Dixon and Overbury, with particulars of their scrip, or banker's receipt, prior to the meeting to be convened by the company, to be held at the offices, 29, Great Parliament-street on Tuesday, the 19th instant, at one o'clock, in order that measures may be adopted for the protection of the interests of the scripholders, and who are solicited to be present at such meeting to insure a dissolution of the company, and a full investigation into its affairs.

**A VERY BAD LEG CURED BY HOLLOWAY'S PILLS AND OINTMENT.**—The foreman at the large paper-mill, near Armagh (the property of Mr. Gwynn), from excessive confinement, and being employed so much on his feet, had one leg swollen to such an extent, as ultimately to break into ulcers, from which he suffered so severely, as to incapacitate him from attending to his duties: it was a desperate case; but this, like many of the same nature, was quickly healed by using those powerful remedies. All wounds, abscesses, contracted and stiff joints, as likewise white swellings, tumours, and other unnatural enlargements, are readily cured by the use of Holloway's pills and ointment.—Sold by all druggists, and at the proprietor's establishment, 244, Strand, London.

## COAL MARKET, LONDON.

## PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

**WEDNESDAY.**—Buddle's West Hartley 16—Davison's West Hartley 16—Hastings Hartley 16—Hedley's Hartley 13 6—Hollywell Main 15 6—New Tansfield 13 6—Original Tansfield 13 6—Old Pontop 13—Ord's Redheugh 13 6—Ravenworth's West Hartley 15 6—Taylor's West Hartley 15 6—Tansfield Moor 15 6—West Hartley 16—West Wylam 14 6—Wylam 14—Wall's End Bewick and Co. 15—Hobburn 14—Killingworth 14—Seppings 13 6—Eden Main 14 6—Belmont 15 3—Braddly's Hetton 15 6 to 15 9—East Hetton 14 6—Haswell 16 3—Hetton 16—North Hetton Lyons 14 3—Stewart's 16—Hartlepool 16—Thornley 15—Trindon 15 9—West Tees 14 6—Derwentwater Hartley 15 6—Morgan's Stone 27—Sidney's Hartley 16—West Hartley 16—Netherton 15 6.—Ships at market, 271.

**FRIDAY.**—Adair's Main 13 6—Cragwood Hartley 13—Carr's Hartley 16—Chester Main 15 6—Davison's West Hartley 16—Dean's Primrose 14—Hastings Hartley 15 6—Hedley's Hartley 13 6—Hollywell Main 15 6—Old Pontop 13—Ord's Redheugh 13 6—Ravenworth's West Hartley 15 6—Taylor's West Hartley 15 6—Tansfield Moor 15 6—West Hartley 16—West Wylam 14 6—Wylam 14—Wall's End Bewick and Co. 15—Hobburn 14—Killingworth 14—Seppings 13 6—Eden Main 14 6—Belmont 15 3—Braddly's Hetton 15 6 to 15 9—East Hetton 14 6—Haswell 16 3—Hetton 16—North Hetton Lyons 14 3—Stewart's 16—Hartlepool 16—Thornley 15—Trindon 15 9—West Tees 14 6—Derwentwater Hartley 15 6—Morgan's Stone 27—Sidney's Hartley 16—West Hartley 16—Netherton 15 6.—Ships at market, 271.

## DIRECT BOMBAY AND MADRAS RAILWAY COMPANY.

## PROVISIONALLY REGISTERED.

Capital £4,500,000, in 90,000 shares, of £50 each.—Deposit 5s. per share. Being the amount limited by the 7th and 8th Victoria, cap. 110, with the provisions of which Act the company have strictly complied; and no further call until the local surveys have been taken and reported to the shareholders.

## PROMOTER.

Capt. Bouchette, C.E., son of the late Hon. Col. Bouchette, Surveyor-General for Canada. OFFICES OF THE COMPANY, 58, FENCHURCH-STREET.

The plans, maps, and sections of this line, have been laid before the following most distinguished and influential personages, who have all given their approval of its IMPORTANCE AND UTILITY.

## HIS ROYAL HIGHNESS PRINCE ALBERT, OF SAXE COBURG GOTHA.

K.G., G.C.B., &c. &c.

The Right Hon. the Earl of Auckland, G.C.B., late Governor-General of India. The Right Hon. the Earl of Ripon, President of the Board of Control for Affairs of India. The Right Hon. the Earl of Dalhousie, President of the Board of Trade. The Right Hon. Lord Metcalfe, late Governor of Madras, and Governor-Gen. of Canada. General Lord Aylmer, G.C.B., late Governor-General of Canada. Gen. Lord Strathford, G.C.B., G.C.H., late Commander-in-Chief of the Forces in Ireland. The Right Hon. W. E. Gladstone, her Majesty's Principal Sec. of State for the Colonies. General Sir Howard Douglas, Bart., G.C.M.G., G.C.B., F.R.S., and M.P., late Lord High Commissioner of the Ionian Islands. General Sir James Caldwell, K.C.B. General Carpenter, H.E.I.C.S. Colonel Sir Francis Cockburn, K.C.B., late Governor of the Bahamas.

## COMMITTEE.

Major-General Moss, Hon. East India Company's Service. Major-General Watson, Esq., late Ambassador to the Court of Oude. Major-General Watson, C.B., H.E.I.C.S. Captain Frohisher, H.E.I.C.S. J. Hodgson, Esq., Oakhill Park, Middlesex. Captain Gilham, Bengal Service. Captain Bellew, H.E.I.C.S. H. Hadding, Esq., Hoobly, near Darwar. Richard Lucas, Esq., Bromley, Bucks. W. J. Jerardjee, Esq., Madras. Thomas Fuller, Esq., merchant, The Elms, near Louth. With power to add to their number.

CONSULTING ENGINEER—John A. Galloway, Esq., C.E.

ENGINEERS—Captain Bouchette; Walter P. Wade, Esq., late Royal Engineers.

STANDING COUNSEL—Her Majesty's Solicitor-General; Alexander Cockburn, Esq., Q.C.

## BANKERS.

London—London and County Bank. Bombay—Bank of Bombay. Edinburgh—British Linen Company's Bank. York and Leeds—Yorkshire Banking Company. Hull—Hull Banking Company. Bristol—Messrs. Stuckey and Co. Birmingham—Birmingham and Midland Banking Company. Southampton—Hampshire Banking Company. Glasgow—Union Bank of Scotland. Liverpool—The Liverpool Banking Company. AGENTS—Bombay: Messrs. Nicoll and Co.—Madras: Messrs. Binny and Co. SECRETARY—James Ward, Esq.

## PROSPECTUS.

Public attention is naturally directed to the continent of India, in these times of speculative enterprise, as a new and unexplored field for the investment of capital, from the conviction that the yet undeveloped resources of its wealth, its industry, and its productive power, will richly and amply remunerate the speculator.

The millions who people that vast and fertile region of the globe, only require the impulse of enterprise to call forth the almost boundless riches that immediately surround them; and were they possessed of that great artery of civilisation—railroads—the current of their political and industrial strength would instantly become enlarged, not only in volume, but in richness also.

If we glance at the continent of India, we find our power mainly concentrated on three points on the coast, Calcutta, Madras, and Bombay; which form an irregular triangle, the base of which may be termed Madras and Calcutta, and the apex, Bombay; and the great bulk of the wealth and physical power of India is enclosed within that figure, therefore it becomes a matter of the prime importance to have the intersecting lines of our empire as perfect as possible, so that our power may be felt at every point, and our influence extended to every part. From the want of this concentrative power, India has become almost a burden to the mother-country, barely paying its executive administration, in lieu of being a lucrative possession, a wealth-yielding appendage.

To obviate this great and glaring defect in our Anglo-Indian empire, it is only necessary to extend to her the same means of communication that we possess at home; to bring, in short, the great centres of her internal power nearer to each other; and instead of depending upon her rivers as lines of traffic and intercourse, she ought to have a well-arranged net-work of railway extending over her surface; then she would increase in power, and augment in riches. The Direct Bombay and Madras Railway is projected to carry out, in part, this noble scheme; and a single glance at the map must convince the most cautious calculator that the project is well-founded, and the line of route happily chosen to effect its purpose; as it will intersect the most wealthy and industrious provinces of the continent of India, the Carnatic, and Mysore, which abound in natural productions, in manufacturing industry, and in agricultural wealth.

The two great presidencies of Madras and Bombay will be brought within a few hours' journey of each other, and not months, as heretofore; and in lieu of vessels making a long and dangerous voyage of some 5400 miles half round the entire Peninsula of India, their costly cargoes may be easily conveyed to Bombay for shipment, in a less number of hours than the voyage occupies days; thus avoiding all risks of damage, peculation, wear and tear, &c. &c., which in general characterise these voyages. The saving of insurance will also be immense—a matter of first-rate importance.

In a political and military point of view, the line must be of almost incalculable importance, as it will intersect the great depots of the East India Company, and afford at all times a ready and prompt conveyance for troops, baggage, stores, artillery, and the numerous materials which invariably attend their march; and, above all, it will give of the utmost utility to the Indian Government, in the distribution of their forces among the various military posts of the three presidencies, and for their rapid concentration on any required point, the want of which was so distinctly shewn in the late calamitous events on the Sutlej, and the consequent fearful sacrifice of life.

The district traversed by the Direct Bombay and Madras Railway contains upwards of 30,000,000 of inhabitants; and the wants and industry of this large body already yield a considerable tonnage, although in a comparative state of barbarous communication. In the report of the Bombay Chamber of Commerce, we find that the annual tonnage of goods and city counts to 187,343 tons annually, consisting chiefly of cotton and salt. These two items form merely a fraction of the requirements of the Indians. Bombay is unapproachable except by a dangerous and expensive sea-board, and a cheap and safe communication can alone render available her internal resources. Cotton has now to be transported 500 miles to the coast, to reach Bombay for shipment. A railway would naturally obviate so circuitous and expensive a route. Some idea may be formed of the destruction and delay occasioned by these journeys, when we state that the cotton is carried on the backs of oxen, at the rate of 10 miles per day, which enormously augments its shipment price. The present cost of conveyance from Nagore to the port of shipment is from 14l. to 20l. a ton, and the charge by rail of 2d. a ton per mile, would amount to 4l. 3s. 4d.—a considerable difference. The same facts prevail in regard to silk, and other commodities which are of the first importance to our manufacturing interests.

This line will also bring nearer to us the fine island of Ceylon, with all its rich productions, commencing as it will at Madras, and taking in its course Arcot, Vellore, Bangalore, Oscotta, Bangalore, Sera, Dodaice, Hurrioor, Chittledroog, Mysacuda, Anage, Hurryhur, Shahnoor, Hullyhall, Hoobly, Darwar, Taloor, Gohauk, Rybaugh, Meeru, Kolapoor, Satara, Poona, Poonah, Tulliguan, Singhar, Callianee, Bassee, Salsette, and Bombay; thus, absorbing the interests and traffic of upwards of 30 first-rate cities, and from 400 to 500 towns, in the most densely populated part of India, facilitating the conveyance of cotton, coffee, tobacco, opium, sugar, silk, senna, gum, casta, dyewoods, hides, furs, lac, betel nut, saltpetre, spices, firewood, charcoal, coal, corn, and various kinds of grain, indigo, &c., &c., and the imports of treasure, manufactured and other goods, salt, &c., &c. The passenger-traffic alone, according to reasonable and careful calculation, will yield an ample per centage on the capital raised; and the immense tonnage of merchandise and raw produce must insure to the shareholders a profit beyond even the first-rate lines of England. The promoters of the present scheme have received intelligence from the agents, that the line presents no engineering difficulties, and that the cost of construction must be moderate, labour being plentiful, and the purchase of land comparatively trifling, and wood, coal, and iron abundant in the immediate neighbourhood of the whole line. The management of the company will be vested in a board of directors in London, in connection with an influential branch both in Bombay and Madras.

Care will be taken, in the Act constituting the company, that the responsibility of the shareholders shall be limited to the amount of their subscriptions; and 4 per cent. interest will be paid upon the capital advanced up to the time of construction. The directors also beg to call especial attention to the principle by which allottees in this company are protected from an objectionable responsibility, by the condition that their application for shares will not be considered binding upon them, should they afterwards decline to pay the deposits required, at the time specified in their letters of allotment.

A reserve of 40,000 shares will be made for India, which the projectors have much pleasure in stating will scarcely suffice for the demand already made.

Applications for shares, in the annexed form, may be addressed to the secretary, at the Company's offices, 58, Fenchurch-street, and to the undermentioned share-brokers and agents:—Messrs. Joshua Hutchinson and Son, Lothbury; Messrs. Hughson and Dobson, Frederick-street, Edinburgh; Mr. Edward Dickenson, Liverpool; Messrs. Borthwick, Campbell, and Co., Glasgow; Mr. J. R. Massey, 6, Temple-street, Birmingham; Mr. Thomas J. Graves, St. Ann's-square, Manchester; Messrs. Edward Morgan and Co., Norwich; Messrs. Borthwick and Co., Newcastle-on-Tyne; Mr. W. H. Land, Bristol; Messrs. Turnbull and Maister, Hull; Messrs. Dodsworth and Alderson, York; Messrs. Manchester and Wilson, Sheffield; Mr. John Caldecott, Bridge-street, Chester; Mr. W. Oliphant, Perth; Messrs. Elagood and Harrison, Leicester; Mr. J. Clark, Juss., Southampton; Messrs. Tyeth and Luscombe, Plymouth; Mr. Percy Bolger, Gardiner-street, Dublin; Mr. Thomas Sandford, Exeter; Mr. W. Miles, Worcester; Messrs. White and Son, Leamington and Warwick; Messrs. Browne and Clarke, Coventry; Mr. J. W. Carr, Colchester; Messrs. Lang and Brown, Glasgow; Messrs. Smyth and Du Bodats, Royal Exchange, Dublin; Mr. Richard Richardson, Halifax; Messrs. Smith and Parfitt, Leeds; Mr. J. Hurry, Spalding; Mr. James Stokes, Cheltenham. JAMES WARD, Secretary. May 13, 1846.

## FORM OF APPLICATION.

To the Provisional Committee of the Direct Bombay and Madras Railway. Gentlemen, I shall feel obliged by your allotting to me shares, of £50 each, in the above company; and if the deposit be not paid on or before the time specified in your letter of allotment, you may consider this application void.

Name in full .....  
Residence .....  
Trade or profession .....  
Date .....  
Reference .....

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